



City Planning & Development Department
Planning, Preservation & Urban Design Division
City of Kansas City, Missouri

Adopted November 17, 2005

RESOLUTION NO. 051299

Approving the Eastwood Hills Neighborhood Plan as a guide for the future development and redevelopment of the area generally bounded by Raytown Road/Stadium Drive on the north, the Blue River on the west, 55th Street/Blue Parkway on the south and Blue Ridge Cutoff on the east. (630-S)

WHEREAS, the stakeholders of the Eastwood Hills Neighborhood in conjunction with the City Development Department have conducted a study delineating the characteristics of the Eastwood Hills Neighborhood; and

WHEREAS, the Eastwood Hills Neighborhood Plan has incorporated the policies of the FOCUS Kansas City Plan and other appropriate planning documents; and

WHEREAS, the policies within the Eastwood Hills Neighborhood Plan, which will serve as the plan of record for this area, are consistent with the policies of the FOCUS Kansas City Plan and any future amendments to the Eastwood Hills Neighborhood Plan should be guided by and comply with the policy direction set forth in the FOCUS Kansas City Plan, adopted by Resolution No. 971268 in 1997; and

WHEREAS, as a result of said study, the City Development Department has proposed a framework for the orderly development within the Eastwood Hills Neighborhood; and

WHEREAS, said framework provides a guide for future development and redevelopment of the area, for specific and general policies to guide future decisions, and for identification of public and private needs throughout the community and possible solutions to those needs; and

WHEREAS, the City Development Department has incorporated its findings in the Eastwood Hills Neighborhood Plan; and

WHEREAS, the Eastwood Hills Neighborhood Plan was unanimously approved by the City Plan Commission on October 4, 2005; NOW, THEREFORE,

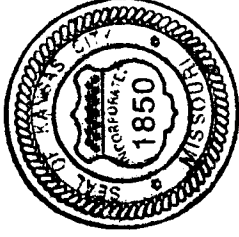
BE IT RESOLVED BY THE COUNCIL OF KANSAS CITY:

Section A. That the Eastwood Hills Neighborhood Plan is hereby adopted as a guide for the future development and redevelopment for that area generally bounded by Raytown Road/Stadium Drive on the north, the Blue River on the west, 55th Street/Blue Parkway on the south and Blue Ridge Cutoff on the east. A copy of the Eastwood Hills Neighborhood Plan is attached hereto, in substantial form, and is hereby approved.

RESOLUTION NO. 051299

Section B. That the Eastwood Hills Neighborhood Plan is consistent and complies with the FOCUS Kansas City Plan, adopted on October 30, 1997, by Committee Substitute for Resolution No. 971268, and is adopted as a supplement to the FOCUS Kansas City Plan.

Section C. That the Council finds and declares that before taking any action on the proposed Eastwood Hills Neighborhood Plan hereinabove, all public notices have been given and hearings have been had as required by law.



Authenticated as Passed

Shirley Brooks

MISSOURI

Yvette Thompson

DATE PASSED **NOV 17 2005**

CREDITS and acknowledgments



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Eastwood Hills Neighborhood Vision Statement

Eastwood Hills is...

- *A distinctive place where everyone knows your name*
- *A naturally beautiful place that is safe and litter-free*
- *A stable place that is noted for its attractive, well-maintained homes and businesses*
- *A thriving place where business, commercial and residential uses coexist in a harmonious environment*
- *An urban place that respects the natural environment and offers high-quality public services and infrastructure*
- *A top-ten place in Kansas City to locate a family or business*

Eastwood Hills Neighborhood Mission Statement

In Eastwood Hills; business, commercial and residential stakeholders recognize that they are part of this neighborhood.

Each of these components is aware of the Eastwood Hills Neighborhood Plan and understands the impact that its own concern has on the whole community.

All interests willingly participate in neighborhood activities and contribute time and effort toward the present health and the growing vitality of the area.

Eastwood Hills works hard to preserve its unique history, its natural respite from urban stricture and its connectivity to the future.



EXECUTIVE SUMMARY



Introduction

The Eastwood Hills Neighborhood is situated just outside of the City's urban core. This first ring suburban neighborhood offers a mixture of residential, industrial and commercial land uses in a wooded setting with scenic views toward more urban areas of the city.

Over the last several years, the residents and business have noticed a decline in investment throughout the area. Residents are concerned that new development in the neighborhood will not be compatible with existing uses and will adversely affect the character of the neighborhood.

BOUNDARIES

The Eastwood Hills Neighborhood is located in eastern Kansas City, Missouri between the Urban Core and the cities of Raytown, Missouri and Independence, Missouri. For the purposes of this plan, the neighborhood is bounded by:

- The Blue River to the West
- Stadium Drive and Raytown Road on the north
- Blue Ridge Cutoff on the east and
- Blue Parkway and East 55th Street to the south

PURPOSE AND GOALS

The Eastwood Hills Neighborhood Plan provides the framework for improving infrastructure and identifying preferred land uses throughout the neighborhood. This plan is intended to:

- Establish a long-range land use and development concept that identifies high priority investment areas
- Provide an infrastructure and urban design concept that enhances the neighborhood's physical appearance and increases connections between adjacent uses and activities
- Guide and prioritize infrastructure decisions and projects
- Create policies and outline action items that target investment and enhance both new and existing development opportunities
- Serve as a mechanism for community empowerment through the Eastwood Hills Community Association





EXECUTIVE SUMMARY

Key Recommendations

Key recommendations are supported by a series of action items and implementation matrices. Because the resources necessary to fund infrastructure improvements are limited,



the Eastwood Hills Neighborhood Plan recommends a targeted approach that establishes a sense of immediate progress and community accomplishment. A set of design guidelines are also provided to help shape the character of the Eastwood Hills Neighborhood by providing a framework for assessing the visual and functional merits of improvements to existing buildings, infill projects and major redevelopment initiatives. Key recommendations follow:

LAND USE

- Reinforce existing land use patterns; prohibit additional multi-family development in the single-family core of the neighborhood
- Encourage neighborhood-oriented commercial uses in areas designated for mixed use
- Provide new development that is consistent with the massing, density, scale and character of existing development
- Support the City completing a master plan for the development and use of municipal property within Eastwood Hills

INFRASTRUCTURE

- Develop Skiles Park
- Invest in basic infrastructure insuring comprehensive sanitary sewer service, sidewalks, and drainage improvements and erosion control measures.
- Upgrade storm water drainage and retention systems to limit future flooding and erosion.
- Target and coordinate improvements to storm water management systems with sanitary sewer or street and sidewalk improvement projects.
- Work with the City and relevant departments to connect all homes within Eastwood Hills to a central sanitary sewer system.



TRANSPORTATION

- Make walkability improvements in the four Priority Areas
- Make multi-modal transportation infrastructure a priority
- Upgrade KCATA transit stops and connect with sidewalks
- Implement traffic calming measures that raise awareness of bicyclists and pedestrians
- Control the impact of traffic from the Truman Sports Complex

HOUSING

- Work with neighborhood residents to support the maintenance of sound housing within the neighborhood.
Actively support homeownership opportunities within the neighborhood.
- Insure that single-family infill development is of high quality and is consistent with the diverse character of the neighborhood.



- Support and promote the marketability of properties in the Eastwood Hills Neighborhood

NEIGHBORHOOD LIVABILITY

- Pursue long-term, quality business growth in the neighborhood
- Target economic incentives and small business development tools toward areas recommended for mixed use.
- Encourage and support neighborhood property maintenance

SAFETY AND SECURITY

- Involve residents, public agencies and interested stakeholders in addressing maintenance issues within the neighborhood.
- Work to address crime and perceptions of crime
- Work with public agencies and interested stakeholders to address neighborhood cleanliness and illegal dumping issues.
- Stop illegal dumping in Eastwood Hills





Planning is the process by which a community assesses what it is and what it wants to become, then decides how to make it happen. Specifically, planning guides public policy decisions on land use, infrastructure, public services and zoning.



INTRODUCTION

Background and Purpose of the Plan

Eastwood Hills is a community defined by rolling hills that create an almost rural landscape within the city limits. Residents enjoy living in Eastwood Hills because they like the location, the beautiful terrain, the abundance of green space and woods, convenient metro wide accessibility and the diversity and involvement of the residents living in the neighborhood. The residents are proud that even though they are part of Kansas City, they also enjoy the leisurely style of country living.

Eastwood Hills residents value their location, beautiful terrain, diversity and involved neighbors. They treasure their neighborhood and view it as a community with significant potential. Yet due to age, the streets and bridges may need repair or replacement, water and sewer services may need to be upgraded and some area properties appear to lack routine maintenance. In light of these conditions, residents asked

that the future of the neighborhood be re-examined from a public policy perspective and obtained Public Improvement Advisory Committee (PIAC) funds to develop this plan.

This plan is intended to provide a future vision for the Eastwood Hills Neighborhood. It will:

- Serve as the plan of record for the Eastwood Hills Neighborhood
- Guide infrastructure decisions.
- Support a compatible character of development
- Provide well-reasoned community-based justification for an approach to development of the neighborhood
- Provide an urban design concept that will enhance the physical appearance of the neighborhood, and bring about a greater sense of identity
- Establish a long-range land use strategy and development principles that complement the urban design concept for the neighborhood
- Promote citywide initiatives established in the **FOCUS Kansas City Plan**
- Identify high priority investment areas
- Outline steps and strategies for plan implementation



Area Map



- City Limit
- Major Streets
- Neighborhood Outline
- Railroads
- Rivers and Streams
- Streets





INTRODUCTION

Planning Area

The Eastwood Hills Neighborhood is located in eastern Kansas City, Missouri between the urban core and the City of Raytown, Missouri and the City of Independence, Missouri. For the purposes of this plan, neighborhood boundaries are generally:

- The Blue River on the west
- Stadium Drive and Raytown Road on the north
- Blue Ridge Cutoff on the east and
- Blue Parkway and East 55th Street on the south

The Eastwood Hills neighborhood and its context are shown in the map to the right. The Area Map on the following page provides a more detailed view of the neighborhood.



Regional Context



Process Overview

The planning process focused on the organized involvement of neighborhood residents, property owners, businesses and institutions, and incorporated the following key components:

NEIGHBORHOOD INVENTORY

The Neighborhood Inventory resulted in the compilation of the Eastwood Hills Neighborhood Data Book. This Data Book offers information on the neighborhood including demographics, summaries of existing planning documents, ownership information, existing zoning, development projects and existing development incentives. The data book provided an understanding of the neighborhood and allowed participants in the planning process to make informed policy recommendations.

STEERING COMMITTEE MEETINGS & NEIGHBORHOOD WORKSHOPS

Steering Committee Meetings and Neighborhood Workshops provided structured opportunities to provide input on issues and the development of the plan. A Mayor-appointed Steering Committee was formed, comprised of neighborhood residents and



representatives of area businesses and institutions. A total of five Steering Committee meetings and four Neighborhood Workshops were convened.

PLAN DEVELOPMENT AND ADOPTION

During the planning process, participants drew on the Eastwood Hills Data Book, which describes existing conditions and policies for the area and their experience living and working in the neighborhood as a basis for the Eastwood Hills Neighborhood Plan. In doing so, participants worked to:

- Develop a consensus for the neighborhood
- Identify and prioritize critical issues
- Select preferred solutions, implementation strategies and actions





INTRODUCTION

Planning Issues

The following are issues that were identified through the planning process.

MAINTAINING COUNTRY FEEL IN THE CITY

- The need to preserve and maintain the wooded and green space
- The need for building design standards that include the use of stone, wood and natural materials
- The need for access to green space and the preservation of natural amenities and features in new development

INFRASTRUCTURE NEEDS WITHIN AREA

- The need to improve walkability and pedestrian safety
- The need to improve intersections that are unsafe and present traffic hazards
- The need to improve infrastructure including storm/sanitary sewers and waterlines
- The need for drainage improvements to minimize erosion and flooding
- The need to increase routine maintenance on city owned property



ELIMINATION OF CRIME, DUMPING & UNATTRACTIVE NUISANCES

- The need to clean up and prevent illegal littering and dumping
- The need to reduce the impact of stadium traffic on the neighborhood
- The need to eliminate the incidence of loitering and associated negative behaviors
- The need to reduce nuisances, such as excessive noise from Police Department firing range
- The need to reduce crime and improve police presence in the neighborhood
- The need to enforce city codes requiring private property be maintained



COMMUNITY BUILDING & NEIGHBORHOOD STABILITY

- The need for increased cooperation with area businesses and institutions
- The need to encourage attractive and neighborhood-friendly commercial uses (e.g., grocery store, dime store, cleaners, barbershops)
- The need to increase community involvement by both residents and businesses with a particular emphasis on involving neighborhood youth.
- The need to reverse the loss of households and housing units experienced during the 1990s
- The need to embrace the area's diversity
- The need to increase the number of single-family homes that are owner-occupied
- The need to improve the marketability of "first-ring suburban" style residential areas developed after World War II
- The need to work with the neighborhood's major land owners to help realize a common vision for the community





INTRODUCTION

LAND USE AND DEVELOPMENT ISSUES

- The need to improve the vitality and appearance of underutilized and vacant commercial and industrial areas
- The need to plan for the future development of vacant or underutilized areas zoned for industrial and commercial uses
- The need to protect the residential areas of the neighborhood from incompatible development
- The need to attract and retain neighborhood serving businesses



RECOMMENDATIONS

Guiding Principles

The Eastwood Hills Neighborhood Vision and guiding principles are intended to serve as a framework for policy statements and recommendations and as a guide for implementing strategy. They were developed using input and direction from the Steering Committee, neighborhood residents and area stakeholders. The Guiding Principles for the Eastwood Hills Neighborhood Plan are as follows:

PROTECT & ENHANCE NATURAL ASSETS

Preserve the area's natural resources to enhance the distinctive "country within a city" environment. Pursue infrastructure and development standards that reflect environmentally sensitive and sustainable practices. Work to improve neighborhood access to green spaces such as the area along the Blue River and Skiles Park.

ENHANCE THE NEIGHBORHOOD'S IMAGE & IDENTITY

Physical appearance can help make a neighborhood more attractive and implementing quality design features helps improve livability. Future efforts to improve neighborhood identity and image should focus on the beauty and physical accessibility of the neighborhood, the diversity of the setting and the housing stock, the proximity to the natural environment and the strong and supportive social connections within the neighborhood.

PROMOTE COMPATIBLE GROWTH & NEIGHBORHOOD STABILITY

Strengthen the neighborhood's housing stock and insure that future development is compatible with the vision for the neighborhood. Encourage home ownership and foster an environment in which commercial, residential and industrial uses form a complete community. Future development should be designed to fit the character, density and scale of the neighborhood.



VISION STATEMENT

Eastwood Hills is . . .

A distinctive place where everyone knows your name

A naturally beautiful place that is safe and litter-free

A stable place that is noted for its attractive, well-maintained homes and businesses

A thriving place where business, commercial and residential uses coexist in a harmonious environment

An urban place that respects the natural environment and offers high-quality public services and infrastructure

A top-ten place in Kansas City to locate a family or business



MISSION STATEMENT

In Eastwood Hills; business, commercial and residential stakeholders recognize that they are part of this neighborhood.

Each of these components is aware of the Eastwood Hills Neighborhood Plan and understands the impact that its own concern has on the whole community.

All four interests willingly participate in neighborhood activities and contribute time and effort toward the present health and the growing vitality of the area.

Eastwood Hills works hard to preserve its unique history, its natural respite from urban stricture and its connectivity to the future.

RECOMMENDATIONS

IMPROVE INFRASTRUCTURE & SERVICE DELIVERY

Insure that infrastructure and basic services are intact, well maintained and support continued investment in the neighborhood. Future capital improvements and development incentives should be targeted.

ENSURE SAFETY AND SECURITY

Both the feeling and reality of personal safety are essential to the choices people make about where they live and do business. Eastwood Hills should be a safe place to live, work and play. The appearance of the neighborhood should reinforce the feeling of security. Create an environment in which people are aware of their surroundings and attentive to the safety, security and well being of themselves, their neighbors and their neighbors' property.

PROMOTE COMMUNITY BUILDING AND COMMUNICATION

Community organization is critical to effectively address issues and build on assets in the neighborhood. Future efforts should

strive to improve positive interaction between neighborhood residents, businesses and other stakeholders. Direct, open and respectful communication among area residents, stakeholders and major landowners will insure that issues are addressed promptly and effectively. Share knowledge to improve the quality of life within the neighborhood.

Recommendations Format

The recommendations are organized into the following sections:

- Land Use and Zoning
(Land Use Planning, Downzoning)
- Infrastructure
(Area Parks, Sidewalks, Sanitary Sewer System, Storm Water Management)
- Transportation
(Traffic Calming, Transportation Choices)
- Housing
(Housing Conditions, Housing Tenure)
- Neighborhood Livability
(Development, Investment Incentives)
- Safety and Security
(Crime and Disorder Issues)

Recommendations for each of the sections are subdivided into the following format:

- **Context** – Factual background information about the issue.
- **Community Input** – A summary of comments and concerns expressed by the public during the planning process.
- **Policy** – A guiding strategy for a prudent course of action based on context and community input.
- **Action Steps** – Specific courses of action to achieve the policy, including the group(s) responsible for implementation
- **Relationship to other City Plans** – Policies from the FOCUS Kansas City Plan are provided for various Planning Issue Action Steps to identify consistency with the City's Strategic & Comprehensive Plan.

IMPLEMENTATION RESPONSIBILITY

Responsibilities are shared among the following groups:

- (B) Businesses: any and all businesses operating within the Eastwood Hills Neighborhood
- (C) City: any City department or agency that would have responsibility for the subject action item
- (D) Developers: any non profit or for profit development entity with potential interest in developing property in the Eastwood Hills Neighborhood

- (I) Institutions: any church, school or non-profit organization or entity with interests in property or operations in the Eastwood Hills Neighborhood
- (R) Residents: any homeowner, property owner or person living in the Eastwood Hills Neighborhood. The Eastwood Hills Community Association is understood to primarily represent the interests of the Eastwood Hills residents; however, the scope of this organization's interests also includes Eastwood Hills' businesses and institutions. While area businesses and institutions are identified separately, it is intended that residential, business and institutional interests continue to work together toward the common goals of this document.
- (OA) Other Agencies: other agencies or organizations that may have an interest in the Eastwood Hills Neighborhood. This group includes, but is not limited to the Mid America Regional Council (MARC), the U.S. Army Corps of Engineers, the Missouri Department of Transportation, the Kansas City Area Transportation Authority, the Kansas City Southern Railroad, the Kansas City, Missouri Chamber of Commerce, and the Jackson County Sports Complex Authority.

The time frame matrix indicates when action items are likely to occur. Shading indicates a short term (S) of 1 to 3 years, a medium term (M) of 3 to 5 years, a long term (L) of more than 5 years and an on-going (OG) project or activity.





RECOMMENDATIONS

1.0 Land Use

1.1 POLICY

In order to reinforce existing land use patterns, additional multi-family development in the single-family core of the neighborhood should be prohibited.

Context: Single-family, residential use is the largest percentage of existing land use in the neighborhood.

Community Input: Neighborhood planning participants want to insure that new development is compatible with the neighborhood's single-family residential character. Residents wanted to prohibit multi-family encroachment into the single-family core of the neighborhood.

The *FOCUS Neighborhood Prototypes Plan* encourages older neighborhoods to maintain their existing low-density single-family character.



1.1.1 Action Item: The City and all applicable development review bodies will adhere to the land use recommendations of this plan particularly in maintaining the low-density residential core of the Eastwood Hills neighborhood.

Implementation Responsibility					
B	C	D	I	R	OA



Time Frame			
S	M	L	OG

1.1.2 Action Item: Neighborhood stakeholders will work with the City to downzone the single-family core of the neighborhood from R2b to R1b.

Implementation Responsibility					
B	C	D	I	R	OA



Time Frame			
S	M	L	OG

The *FOCUS Urban Core Plan* supports a general policy of down zoning.

1.2 POLICY

Encourage neighborhood-oriented commercial uses in areas designated for mixed use on the proposed land use plan map.

Context: Commercial uses are present along Blue Parkway, Eastwood Trafficway, Sni-A-Bar Road, Blue Ridge Cutoff and Raytown Road. Some of these properties are poorly maintained, vacant, or attract vagrancy and drug activity. As a result, they have a blighting influence and undermine the neighborhood's image and stability.

Community Input: Neighborhood planning participants indicated a need for attractive, well-maintained, neighborhood-oriented commercial uses within and adjacent to the neighborhood.

1.2.1 Action Item: Neighborhood stakeholders will work with area property and business owners to target, attract and retain neighborhood-serving businesses to the mixed-use areas.

Implementation Responsibility					
B	C	D	I	R	OA



Time Frame			
S	M	L	OG

1.2.2 Action Item: The City and all applicable review bodies will encourage developers to include neighborhood serving commercial uses when developing in areas designated for mixed-use.

Implementation Responsibility					
B	C	D	I	R	OA



Time Frame			
S	M	L	OG

1.2.3 Action Item: In order to reduce inappropriate land uses, the City Planning and Development staff will communicate the neighborhood development expectations defined by this plan to area business owners and developers and will be supported by neighborhood stakeholders.

Implementation Responsibility					
B	C	D	I	R	OA



Time Frame			
S	M	L	OG

The FOCUS Urban Core Plan recommends the creation of stringent policies and guidelines that protect neighborhoods from unwanted land uses.



RECOMMENDATIONS

1.3 POLICY

New development should be consistent with and sensitive to the massing, density, and scale of existing development.

Context: There is a large percentage of vacant property and/or open space within the neighborhood that is ready for development

Community Input: The neighborhood residents embrace the diversity of current land uses. They want to ensure that future development is consistent with the development expectations outlined in the design guidelines.

1.3.1 Action Item: The City and all applicable development review bodies will use the Design Guidelines in this plan to review neighborhood development and redevelopment proposals.

Implementation Responsibility					
B	C	D	I	R	OA



Time Frame			
S	M	L	OG

1.4 POLICY:

The development and use of municipal property within Eastwood Hills should be compatible with and respectful of Potter's Fields and other cultural resources, adjacent environmental resources and existing residential uses.

1.4.1 Action Item: The City will work with neighborhood stakeholders to complete and adopt a Master Plan for municipal property within Eastwood Hills.

Implementation Responsibility					
B	C	D	I	R	OA



Time Frame			
S	M	L	OG

1.4.2 Action Item: The City will incorporate the recommendations of this plan in any Master Plan for the municipal property and will actively engage and include neighborhood stakeholders in the creation of the Municipal Farm Master Plan.

Implementation Responsibility					
B	C	D	I	R	OA



Time Frame			
S	M	L	OG

1.4.3 Action Item: The City will down zone its property from M2a (heavy industrial) to a zoning district consistent with the land use plan.

Implementation Responsibility					
B	C	D	I	R	OA



Time Frame			
S	M	L	OG

THE FOCUS URBAN CORE PLAN SUPPORTS A GENERAL POLICY OF NEIGHBORHOOD DOWN ZONING.

1.5 POLICY:

The future impact of new development on neighborhood infrastructure and transportation systems should be studied and mitigated.

Context: There are several areas within the neighborhood where existing infrastructure, such as sewers and roadways, may not have adequate capacity to handle additional development.

Community Input: The neighborhood residents want to ensure that future development is consistent with City infrastructure requirements.

1.5.1 Action Item: Require all new development to assess impacts to vehicular traffic and walkability at a level of detail deemed appropriate by the Public Works Department and City Planning and Development Department, in accordance with Transportation Study Guidelines and Kansas City Walkability Plan.

Implementation Responsibility					
B	C	D	I	R	OA



Time Frame			
S	M	L	OG





RECOMMENDATIONS

The Land Use Plan

Land use planning policy is distinguished from zoning by the fact that planning represents the intended future use of land while zoning is the ordinance that determines the allowable uses of land. Planning drives zoning. Zoning helps implement land use plans by regulating what uses are allowed on specific parcels of land and how parcels can be developed in terms of building placement, height, density, access and setbacks, and parking, signage and other design requirements.

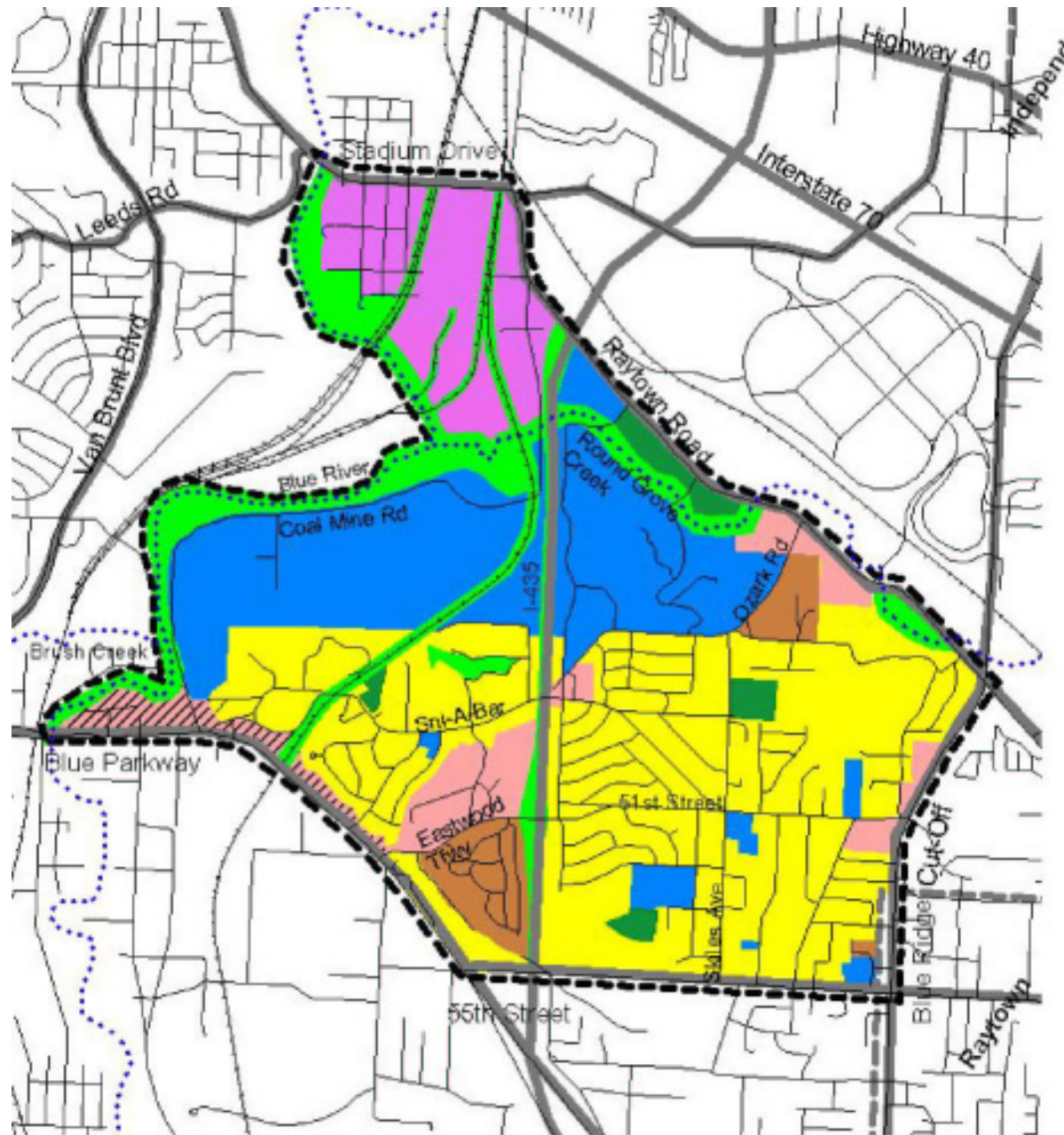
All requests for rezoning must comply with the City's adopted comprehensive plan, ***FOCUS Kansas City Plan***. The ***Eastwood Hills Neighborhood Plan*** makes detailed recommendations regarding land use and

provides the basis for City Council decisions regarding rezoning.

The land use policies stated in the previous pages are the basis for the Land Use Plan map. The Land Use Plan is intended to establish the long-range land use strategy for the neighborhood and will be used to evaluate all future zoning and development decisions.



Eastwood Hills Steering Committee members consider land use options for the area.



Land Use Plan

- Industrial
- Institutional
- Mixed-Use
- Neighborhood Mixed-Use
- Open Space
- Public Park Land
- Residential- Low Density
- Residential- Medium Density
- Neighborhood Outline
- Major Streets
- Railroads
- River and Streams
- Streets
- City Limit



0.2 0 0.2 0.4 0.6 Miles



RECOMMENDATIONS

Definition of Land Use Categories

INDUSTRIAL

This land use allows for light industrial uses, limited commercial uses, and some related office uses. These areas are generally not intended to support such activities as heavy manufacturing, mining, chemical refining, salvage yards, cell towers or landfills. This use intends that facilities are operated, buffered and maintained in accordance with the design guidelines provided in this document.



INSTITUTIONAL

This land use category includes churches and schools, as well as existing City and military uses. This use intends that facilities are operated, buffered and maintained in accordance with the design guides provided in this document.

MIXED-USE

This land use category is intended to include a combination of uses, including commercial, office, moderate density residential and community serving facilities. Uses do not necessarily need to be mixed within a given building; however the integration and connection of uses should be physically evident.

Mixed-use areas are intended to include a broader range of shopping and personal services than the Neighborhood



Mixed-Use category, as well as residential, institutional, and office uses. Development in these areas should be consistent with the mixed-use and multi-modal transportation guidelines in the ***FOCUS Kansas City Plan***.

NEIGHBORHOOD MIXED-USE

This land use category is intended to include a combination or mix of uses such as, neighborhood retail (such as convenience goods), restaurants (small cafés or coffee shops), office and personal services and low and moderate density residential uses.

Uses do not necessarily need to be mixed

within a given building; however the integration and connection of uses should be physically evident.

These areas are intended to offer nearby residents' places to shop, have a meal or get a haircut. Potential services are wide ranging but tend to be small-scale operations. Uses should encourage pedestrian activity from the neighborhood and discourage excessive automobile traffic from outside the neighborhood. Development in these areas should be consistent with the mixed-use and multi-modal transportation guidelines in the *FOCUS Kansas City Plan*.



OPEN SPACE

Open space describes lands identified for conservation, setbacks or buffer areas. Open space may be publicly or privately owned and maintained.

PUBLIC PARK LAND

A park is an area maintained as open space provided for recreational uses.

RESIDENTIAL - LOW DENSITY

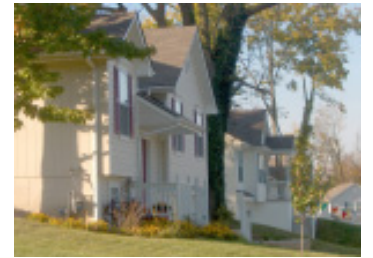
Housing Unit Density Range: 0 – 7 units per acre

This category is intended to conserve the existing single-family housing pattern and ensure that any future infill development will be compatible in use, scale, density and housing type. Uses in this category are limited to single-family detached homes. Lot sizes in these areas should reflect existing densities, or clustered single-family subdivision design that provides for common open space.

RESIDENTIAL - MODERATE DENSITY

Housing Unit Density Range: 7 – 14 units per acre

This land use category allows for 1 to 2 story multifamily development.





RECOMMENDATIONS

Mixed-Use Area 1

Blue Parkway between Sni-A-Bar and 55th Street

- This area is intended for a mix of uses including office, retail, and institutional uses serving neighborhood residents, and to a more limited extent, commuter traffic on Blue Parkway.
- The physical design of this area should encourage pedestrian access from the neighborhood. Uses do not necessarily need to be mixed within a given building; however the integration and connection of uses should be physically evident.
- Uses such as outdoor storage, billboards, and communications towers, car lots, service stations, motels, hotels, bars, nightclubs or other adult entertainment venues will not be permitted in this area.
- Development in this area should be consistent with the mixed-use and multi-modal transportation guidelines in the ***FOCUS Kansas City Plan***.



Kansas City Southern Bridge over Blue Parkway



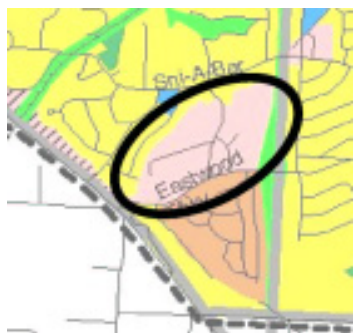
Office/commercial development with screened auto-oriented service

Mixed-Use Area 1A

The Intersection of Hardesty and Blue Parkway

- As proposed in the Eastgate Land Use and Development Plan, this area includes planned industrial to the northwest of the reconfigured intersection, planned business park to the northeast, commercial to the southwest, and a combination of commercial, office and multi-family residential to the southeast.
- Mixed use combines retail activity in support of both neighborhood and commercial/ industrial uses.
- Street and traffic improvements and landscape buffers create pedestrian-friendly area.
- Uses such as outdoor storage, billboards, communication towers, car lots, service stations, motels, hotels, bars, nightclubs or other adult entertainment venues will not be permitted in this area.
- Development in this area should be consistent with the mixed-use and multi-modal transportation guidelines in the ***FOCUS Kansas City Plan***.





RECOMMENDATIONS

Mixed-Use Area 2

Eastwood Trafficway between Blue Parkway and I-435

- This use includes a mix of neighborhood retail, office, residential, and institutional uses.
- Potential services are wide-ranging but tend toward small-scale operations.
- The physical design of this area accommodates pedestrian activity from the neighborhood as well as automobile traffic.
- Uses such as outdoor storage, billboards, communication towers, car lots, motels, hotels, bars, nightclubs or other adult entertainment venues will not be permitted in this area.
- Development in this area should be consistent with the mixed-use and multi-modal transportation guidelines in the ***FOCUS Kansas City Plan***.



Neighborhood Retail/Office Space

Mixed-Use Area 3

The intersection of Eastern Avenue and Sni-A-Bar Road

- This use includes a mix of neighborhood retail, office and residential uses.
- Commercial uses should primarily be in the western portion of the area near the intersection of Eastern Avenue and Sni-A-Bar Road. The eastern portion of the area should eventually be low density residential and live/work spaces.
- The physical design of this area accommodates pedestrian activity from the neighborhood.
- Development should additionally feature a fountain, plaza or small park.
- Development in this area should be consistent with the mixed-use and multi-modal transportation guidelines in the ***FOCUS Kansas City Plan***.



Former retail space at Eastern and Sni-A-Bar





Intersection of Ozark Road
and Raytown Road

RECOMMENDATIONS

Mixed Use Areas 4 and 5

Raytown Road and Blue Ridge Cutoff

- This use includes a mix of neighborhood retail, office, and institutional uses serving neighborhood residents as well as traffic on Blue Ridge Cutoff and Raytown Road.
- The physical design of this area should encourage pedestrian access from the neighborhood.
- Potential services are wide-ranging but tend toward small-scale operations. Uses could include medical or dental offices, small retail operations, grocery store or restaurants
- Uses such as outdoor storage, billboards, communications towers, car lots, motels, hotels, bars, nightclubs or other adult entertainment venues are discouraged in this area.
- Development in this area should be consistent with the mixed-use and multi-modal transportation guidelines in the ***FOCUS Kansas City Plan***.
- Development should additionally feature a fountain, plaza or small park.
- Development in this area should be consistent with the mixed-use and multi-modal transportation guidelines in the ***FOCUS Kansas City Plan***.



Former Hickory Hills Shopping Center

2.0 Infrastructure

2.1 POLICY:

The improvement and maintenance of Skiles Park will be a top priority for the Eastwood Hills neighborhood.

Context: Eastwood Park, Skiles Park, Palmer Park and the Raytown Road Athletic Field offer no useable amenities for neighborhood residents. Skiles Park is the largest of the neighborhood parks and most centrally located.

Community Input: Neighborhood residents would like to see at least one of their park areas developed with play equipment for younger children, and a playing field for team activities.

The FOCUS Competitive Economy Building Block promotes major public investments in infrastructure and other amenities as a catalyst to private investment and economic development.

2.1.1 Action Item: Neighborhood stakeholders will work with the City Parks and Recreation Department to identify and secure funding sources to develop Skiles Park.

Implementation Responsibility						Time Frame			
B	C	D	I	R	OA	S	M	L	OG



2.1.2 Action Item: The City Parks and Recreation Department will work with the neighborhood to create a master plan for Skiles Park.

Implementation Responsibility						Time Frame			
B	C	D	I	R	OA	S	M	L	OG



2.1.3 Action Item: Neighborhood stakeholders will look for partnerships with private, public or philanthropic organizations to help finance the development and maintenance of Skiles Park.

Implementation Responsibility						Time Frame			
B	C	D	I	R	OA	S	M	L	OG





RECOMMENDATIONS

2.2 POLICY

Investment in public infrastructure will be a priority for the Eastwood Hills Neighborhood.

Priority infrastructure improvements are as follows:

1. Development of Skiles Park
2. Infrastructure to support neighborhood walkability needs
3. Storm water management
4. Comprehensive sanitary sewer connections

Context: There are several areas within the neighborhood that lack basic infrastructure.

Community Input: Participants in the planning process established the ongoing infrastructure needs of the neighborhood as a high priority.

The FOCUS Neighborhood Livability Building Block advocates healthy neighborhoods through provision and maintenance of basic utilities and infrastructure needs.

2.2.1 Action Item: Neighborhood stakeholders will proactively seek funding for priority public improvement projects.

Implementation Responsibility					
B	C	D	I	R	OA



Time Frame			
S	M	L	OG

2.3 POLICY

Storm water drainage and retention systems will be upgraded to limit future flooding and erosion.

Context: A significant portion of the roadways within Eastwood Hills use roadside drainage ditches as the primary means of managing storm water runoff. Over time, this practice has created erosion problems along streets and driveways.

Community Input: Neighborhood residents have voiced concern about the impact of flooding and erosion on their property.

2.3.1 Action Item: Neighborhood stakeholders will work with the Water Services Department to evaluate options for upgrading local storm water management systems, particularly roadside ditches which are failing.

Implementation Responsibility					
B	C	D	I	R	OA



Time Frame			
S	M	L	OG

2.3.2 Action Item: The City will explore the engineered swales and infiltration ditches as an alternative to curbs, gutters and storm sewers.

Implementation Responsibility					
B	C	D	I	R	OA



Time Frame			
S	M	L	OG

FOCUS Neighborhood Prototypes Plan encourages innovative storm sewer management plans to address inadequate drainage





RECOMMENDATIONS

2.4 POLICY

Improvements to storm water management systems will be targeted to and coordinated with other capital improvement projects when feasible.

Context: There are several large scale development projects in an adjacent to Eastwood Hills

Community Input: Planning participants want to make sure that any public improvement projects that occur in the neighborhood are coordinated in order to maximize the efficient use of public funds.

2.4.1 Action Item: The City will evaluate and act on the need for improvements to local storm water management systems in conjunction with any other development or infrastructure improvement activities in Eastwood Hills.

Implementation Responsibility					
B	C	D	I	R	OA



Time Frame			
S	M	L	OG

FOCUS Kansas City encourages the coordinating infrastructure improvements as development occurs

2.5 POLICY

Public improvements shall be coordinated with, and approved by, the appropriate public agencies including but not limited to the City Planning and Development Department, the Public Works Department, the Water Services Department, KCATA and the Parks and Recreation Department as applicable.

2.5.1 Action Item: Neighborhood stakeholders will work with the City and other area agencies to coordinate the review and approval of infrastructure improvements in the neighborhood.

Implementation Responsibility					
B	C	D	I	R	OA

▲

Time Frame			
S	M	L	OG



2.6 POLICY

Periodic re-evaluation and confirmation of financing, community priorities, and implementation opportunities will be conducted by neighborhood stakeholders and appropriate City staff.

Context: There will be ongoing planning and development issues, as well as funding mechanisms that the City and neighborhood will have to assess on a periodic basis.

Community Input: Residents want to make sure that the neighborhood remains competitive in the Kansas City market and realizes a need to continue to seek funding for projects outlined in this Plan.

2.6.1 Action Item: Neighborhood stakeholders will work with the City and other agency representatives to utilize a variety of funding sources to finance priority infrastructure improvements.

Implementation Responsibility					
B	C	D	I	R	OA

▲

Time Frame			
S	M	L	OG

2.6.2 Action Item: Neighborhood stakeholders will establish a procedure for re-evaluating improvement priorities in the neighborhood as projects are completed.

Implementation Responsibility					
B	C	D	I	R	OA

▲

Time Frame			
S	M	L	OG

FOCUS Kansas City encourages developing consistent policies and review procedures for the evaluation of capital infrastructure improvements



RECOMMENDATIONS

2.7 POLICY

Where feasible, all homes in the Eastwood Hills Neighborhood will be connected to the City's sanitary sewer system.

Context: Over three hundred homes in Eastwood Hills are currently served by individual septic systems. According to city records, most of these homes are located in sewer districts 10072, 10055 and 10043. Individual property owners are responsible for repaying the assessment that is applied when their properties are connected to the City's sanitary sewer system. Assessments are expected to be repaid on a three-year schedule.

Community Input: Neighborhood planning participants believe that comprehensive sanitary sewer connections are an important improvement needed in the neighborhood, however are concerned about the impact of repayment costs on individual homeowners.

2.7.1 Action Item: Neighborhood stakeholders will continue to work with the Water Services Department to gauge resident support and explore modifying the existing assessment mechanism and reduce the financial burden to homeowners in connecting Eastwood Hills homes to the City's sanitary sewer system, specifically sewer districts 10072, 10055 and 10043.

2.7.2 Action Item: The City will investigate and document any previous payments made to pay for sanitary sewer improvements

Implementation Responsibility					
B	C	D	I	R	OA



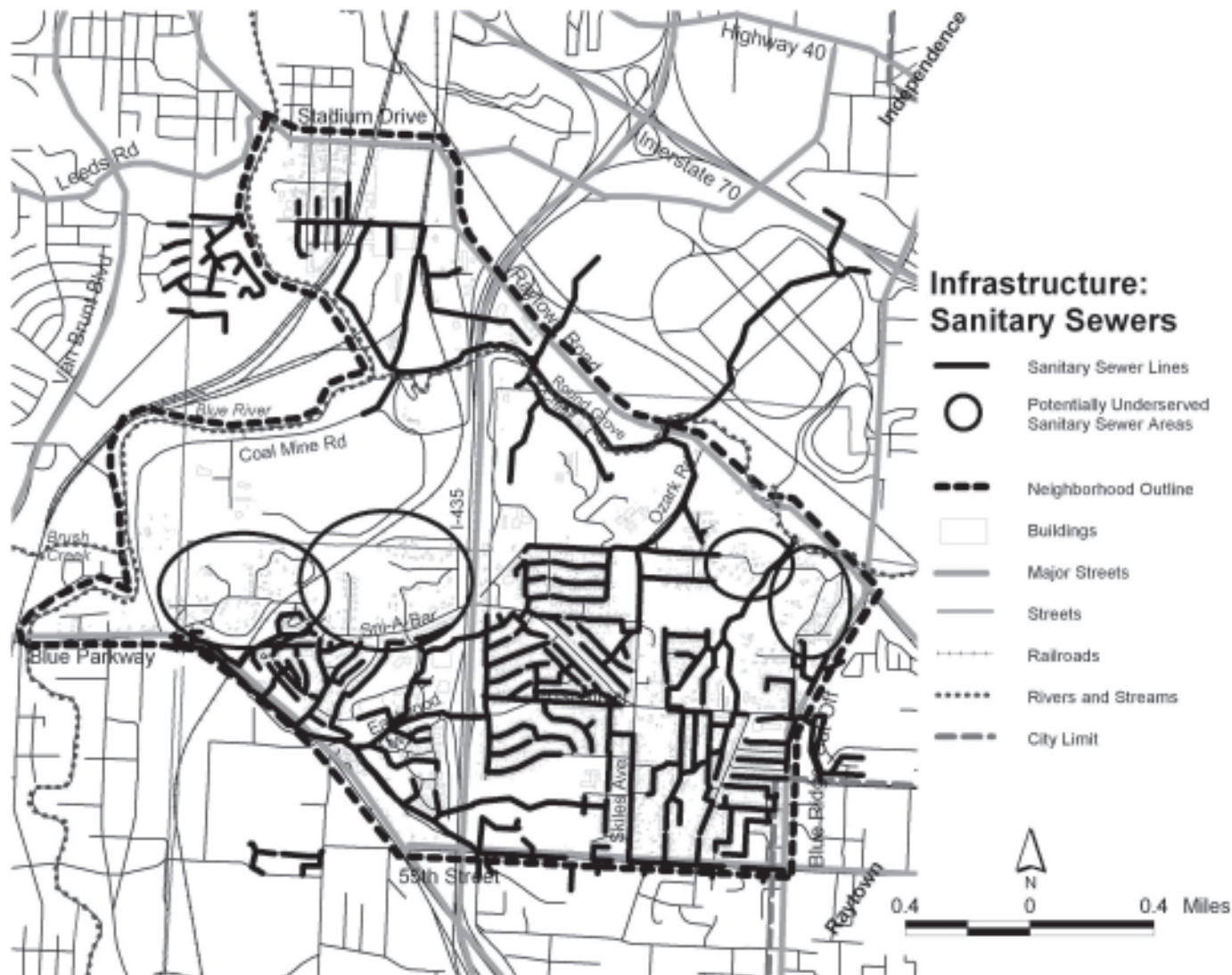
Implementation Responsibility					
B	C	D	I	R	OA



Time Frame			
S	M	L	OG

Time Frame			
S	M	L	OG

The Focus Neighborhood Prototypes Plan gives a high priority to the repair or installation of water and sewer service utilities in existing neighborhoods.





RECOMMENDATIONS

3.0 Transportation

3.1 POLICY

Strong multi-modal connections to and within the Eastwood Hills Neighborhood that promote transportation choices and enhance the safety, security and ease of transit use will be supported.

Context: The street system throughout the neighborhood is older and the narrow two lane roads cannot accommodate pedestrian and bicycle traffic. The lack of sidewalks and dedicated bicycle lanes impede alternative transportation methods. The Kansas City Walkability Plan identifies Eastwood Hills as both a high and medium walking facility need area.

Community Input: The Eastwood Hills residents have indicated that they would like to see their neighborhood become more walkable. Residents and stakeholders have participated in two walkability workshops. The workshops resulted in identifying priority areas for walkability improvements in the neighborhood.

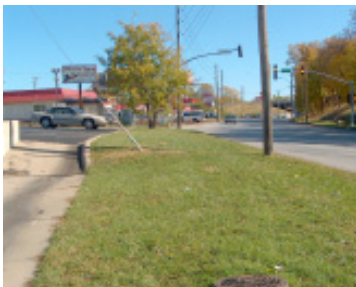
The FOCUS Neighborhood Prototypes Plan calls for the integration and balance of multi-modal transportation improvements including pedestrian circulation systems.

3.1.1 Action Item: Neighborhood stakeholders will work with the City Public Works Department and the City Development Department to make walkability improvements in the four priority areas identified by neighborhood stakeholders (as found in the Walkability Improvements section).

Implementation Responsibility					
B	C	D	I	R	OA



Time Frame			
S	M	L	OG



3.1.2 Action Item: The City will work with neighborhood stakeholders to ensure that pedestrian, bicycle and transit improvements as well as streetscape amenities are incorporated into new public and private development.

Implementation Responsibility					
B	C	D	I	R	OA



Time Frame			
S	M	L	OG

3.1.3 Action Item: Neighborhood stakeholders will work with the City, neighborhood institutions, property owners, residents and businesses to establish partnerships to construct amenities that encourage multimodal transportation methods.

Implementation Responsibility					
B	C	D	I	R	OA



Time Frame			
S	M	L	OG

3.1.4 Action Item: Neighborhood stakeholders will work with the City and the Mid-America Regional Council to ensure that Eastwood Hills is directly connected to regional trails within and adjacent to the neighborhood, specifically the Blue River Trail.

Implementation Responsibility					
B	C	D	I	R	OA



Time Frame			
S	M	L	OG

3.1.5 Action Item: The Public Works Department and the City Planning and Development Department will work with neighborhood stakeholders to review development proposals and ensure that they incorporate FOCUS Kansas City multi-modal transportation guidelines and the level of service standards of the Walkability Plan.

Implementation Responsibility					
B	C	D	I	R	OA



Time Frame			
S	M	L	OG





RECOMMENDATIONS

3.2 POLICY

All transportation improvements in the neighborhood shall adhere to the Kansas City Walkability Plan Guidelines.

Context: Kansas City has adopted the Kansas City Walkability Plan Guidelines to ensure consistency in walkability improvements throughout the City.

Community Input: Planning participants want to make sure that all walkability improvements that are made to the neighborhood are consistent with the Kansas City Walkability Plan Guidelines.

The FOCUS Physical Framework plan requires that all development projects adhere to design standards of adopted plans

3.2.1 Action Item: The Neighborhood stakeholders will work with the Public Works Department and the City Planning and Development Department to require that walkability improvements follow the outlined walkability guidelines

Implementation Responsibility					
B	C	D	I	R	OA



Time Frame			
S	M	L	OG

3.3 POLICY

KCATA transit stops will be upgraded to provide universal access

Context: There are several KCATA routes that service the neighborhood, however not all of the stops along those routes have basic amenities such as concrete pads, benches and trash receptacles.

Community Input: Planning participants feel that KCATA stops in the neighborhood should be connected by sidewalks or pedestrian paths and should have basic amenities such as benches and trash receptacles.

The FOCUS Physical Framework Plan encourages pedestrian access to transit stops by prioritizing the construction and linkage of sidewalk systems connecting transit stops.

3.3.1 Action Item: KCATA staff will work with neighborhood stakeholders to study and address access issues within the neighborhood, specifically assessing rider needs and access to the Blue Parkway Town Center.

Implementation Responsibility					
B	C	D	I	R	OA

Time Frame			
S	M	L	OG



3.3.2 Action Item: Neighborhood stakeholders will work with KCATA staff to explore options for adding concrete pads, sidewalks, seating and shelters to transit stops in the neighborhood.

Implementation Responsibility					
B	C	D	I	R	OA

Time Frame			
S	M	L	OG



3.3.3 Action Item: Neighborhood stakeholders will work with KCATA to provide concrete pads, benches and trash receptacles at neighborhood transit stops, giving first priority to the transit stops that are most frequently used, as determined by KCATA ridership data.

Implementation Responsibility					
B	C	D	I	R	OA

Time Frame			
S	M	L	OG



Enhancements (including sidewalks) are needed for bus stops throughout the neighborhood.



RECOMMENDATIONS

3.4 POLICY

Traffic calming measures that raise awareness of bicyclists and pedestrians will be implemented in priority areas identified in this plan.

Context: There are few traffic calming measures in use in Eastwood Hills. The road improvements have resulted in higher traffic speeds with minimal regard for pedestrians and slower neighborhood traffic.

Community Input: Neighborhood residents believe that planned traffic calming efforts will reduce speeding throughout the neighborhood.

The FOCUS Kansas City Plan supports the use of traffic calming strategies to ensure pedestrian safety.

3.4.1 Action Item: Neighborhood stakeholders will work with the Public Works Department and the City Planning and Development Department to implement pedestrian improvements in mixed-use areas and priority pedestrian areas.

Implementation Responsibility					
B	C	D	I	R	OA



Time Frame			
S	M	L	OG

3.4.2 Action Item: Neighborhood stakeholders will work with the Department of Public Works, the Kansas City Police Department, MAST and the Fire Department to ensure that traffic calming measures are designed and installed to provide adequate emergency vehicle access.

Implementation Responsibility					
B	C	D	I	R	OA



Time Frame			
S	M	L	OG

3.4.3 Action Item: Neighborhood Stakeholders will work with the City to evaluate traffic conditions and determine appropriate traffic calming improvements, specifically at Ararat Drive and Sni-A-Bar Road as well as at 51st Street and Sni-A-Bar Road.

Implementation Responsibility					
B	C	D	I	R	OA



Time Frame			
S	M	L	OG

3.5 POLICY

Controlling the impact of traffic from the Truman Sports Complex will be a priority in the Eastwood Hills Neighborhood.

Context: Games and events at the Truman Sports Complex result in additional traffic through the neighborhood, primarily impacting Coal Mine Road and Sni-A-Bar Road. The influx of traffic also generates trash and unwanted noise.

Community Input: The residents feel that their neighborhood is being negatively affected by the stadium traffic and would like to see traffic directed away from the neighborhood or sufficiently calmed to reduce speeding.

3.5.1 Action Item: Neighborhood stakeholders will work with the Public Works Department, specifically the Streets and Traffic Division to look into the feasibility of incorporating signage to help to control traffic from the Truman Sports Complex.

Implementation Responsibility					
B	C	D	I	R	OA



Time Frame			
S	M	L	OG

THE FOCUS Physical Framework Plan calls for the development of access control plans for major existing and emerging corridors.

3.5.2 Action Item: Neighborhood stakeholders will work with the Kansas City Police Department to get additional patrol coverage in the neighborhood when large-scale events are being held at the stadium complex.

Implementation Responsibility					
B	C	D	I	R	OA



Time Frame			
S	M	L	OG





RECOMMENDATIONS

3.6 POLICY

Speeding and drag racing will not be tolerated in the Eastwood Hills Neighborhood.

Context: Coal Mine Road and other long open stretches of roadways within the neighborhood have become “drag strips” at night inviting unsafe and illegal activity. Many of the roads in the neighborhood are quite curvy with no shoulder.

Community Input: Eastwood Hills residents are afraid that a serious accident may occur due to the drag racing and want to prevent anyone from being injured.

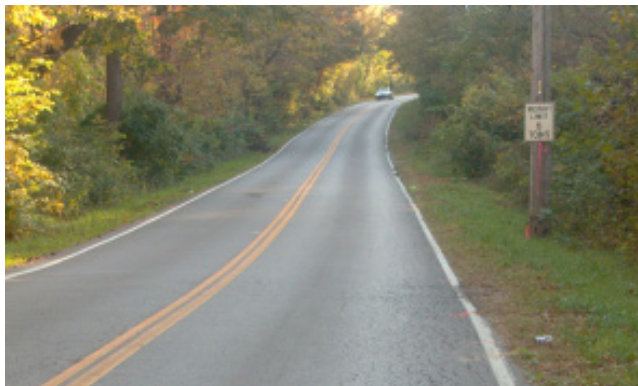
3.6.1 Action Item: Neighborhood stakeholders will work with the Kansas City Police Department to enforce traffic regulations on Coal Mine Road.

Implementation Responsibility					
B	C	D	I	R	OA

Time Frame			
S	M	L	OG



The FOCUS Kansas City Plan encourages neighborhoods to monitor and coordinate with City departments so that problem areas do not worsen



4.0 Housing

4.1 POLICY

The maintenance of housing within the neighborhood will be a priority in Eastwood Hills.

Context: There is a significant number of homes in Eastwood Hills that are in violation of City property maintenance codes. There are currently over 250 reported code violations throughout the neighborhood, which suggests that there is not a problem reporting the violations but rather enforcing the violations.

Community Input: Property maintenance issues are consistently raised in neighborhood planning discussions.

The FOCUS Neighborhood Prototypes plan advocates that City code violations are enforced

4.1.1 Action Item: Neighborhood stakeholders will compile a list of individuals, businesses and services available to provide home maintenance and renovation assistance, and distribute this list to neighborhood residents.

Implementation Responsibility						Time Frame			
B	C	D	I	R	OA	S	M	L	OG



4.1.2 Action Item: The City will work to respond to code violations and to ensure that City owned and managed property is properly maintained.

Implementation Responsibility						Time Frame			
B	C	D	I	R	OA	S	M	L	OG





RECOMMENDATIONS

4.1.3 Action Item: The City will work with neighborhood stakeholders to provide an understanding of basic maintenance and nuisance code investigation processes.

Implementation Responsibility					
B	C	D	I	R	OA



Time Frame			
S	M	L	OG

4.1.4 Action Item: Neighborhood stakeholders will form a property maintenance committee to identify properties that are not in compliance with the City's codes and work with property owners and the City on code enforcement.

Implementation Responsibility					
B	C	D	I	R	OA



Time Frame			
S	M	L	OG

4.1.5 Action Item: Neighborhood stakeholders will work with the Neighborhood and Community Services Department to facilitate workshops to educate residents on proper home and property maintenance.

Implementation Responsibility					
B	C	D	I	R	OA



Time Frame			
S	M	L	OG



4.2 Policy

Neighborhood stakeholders will actively support homeownership opportunities within the neighborhood.

Context: Housing tenure in Eastwood Hills compares favorably with tenure rates across the city with sixty-one percent of all housing units in Eastwood Hills being owner occupied and almost 58 percent of all housing across the city being owner occupied.

Community Input: Planning participants felt that there was too much rental property in the neighborhood.

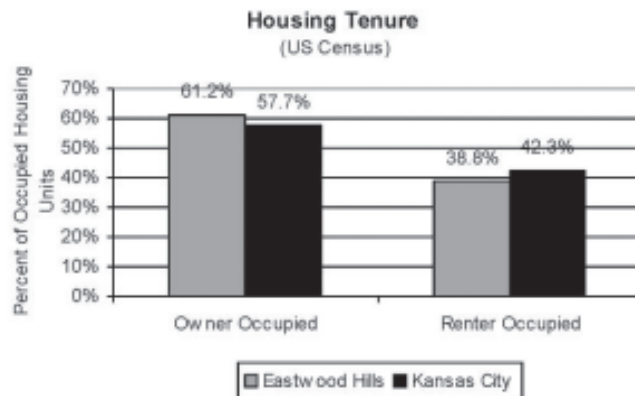
4.2.1 Action Item: Neighborhood stakeholders will work with local real estate professionals to attract potential homebuyers to the neighborhood.

Implementation Responsibility						Time Frame			
B	C	D	I	R	OA	S	M	L	OG



4.2.2 Action Item: Neighborhood stakeholders will work with local developers to encourage new homeownership opportunities

Implementation Responsibility						Time Frame			
B	C	D	I	R	OA	S	M	L	OG



The FOCUS Kansas City Plan calls for increased levels of homeownership in all neighborhoods.



RECOMMENDATIONS

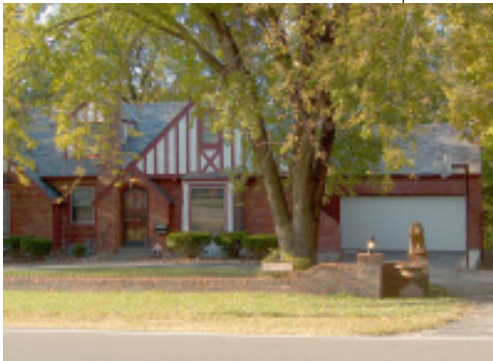
4.3 POLICY

Single-family infill development should be consistent with the scale and density of existing homes.

Context: Residential property in Eastwood Hills is quite diverse in character. 10% of the homes in the area are 1920s era housing set on larger lots, and over 40% are typical post- World War II designs, featuring smaller ranch and split-level housing.

Community Input: Eastwood Hills residents are proud of their diverse housing stock and have expressed concerns about the quality of future infill housing within the neighborhood.

The FOCUS City Physical Framework Plan states that infill housing should relate to the scale and character of existing housing stock.



4.3.1 Action Item: The City and all applicable development review bodies will use the Urban Design Guidelines in this plan to review housing development proposals.

4.3.2 Action Item: The City and all neighborhood stakeholders want to encourage a healthy mix of subsidized as well as market rate housing in the single-family core of the neighborhood.

4.3.3 Action Item: The development of mobile-home parks will be discouraged, as they are not consistent with the character, density and scale of Eastwood Hills

Implementation Responsibility					
B	C	D	I	R	OA



Time Frame			
S	M	L	OG

Implementation Responsibility					
B	C	D	I	R	OA



Time Frame			
S	M	L	OG

Implementation Responsibility					
B	C	D	I	R	OA



Time Frame			
S	M	L	OG

4.4 POLICY

Neighborhood stakeholders will support and promote the marketability of properties in the Eastwood Hills Neighborhood.

Context: A large portion of the Eastwood Hills housing stock is characterized by smaller houses built after World War II, often before city annexation. These houses often lack the amenities that are commonly sought by today's homebuyers. The areas also often lack urban infrastructure, such as sidewalks, curbs and sewers.

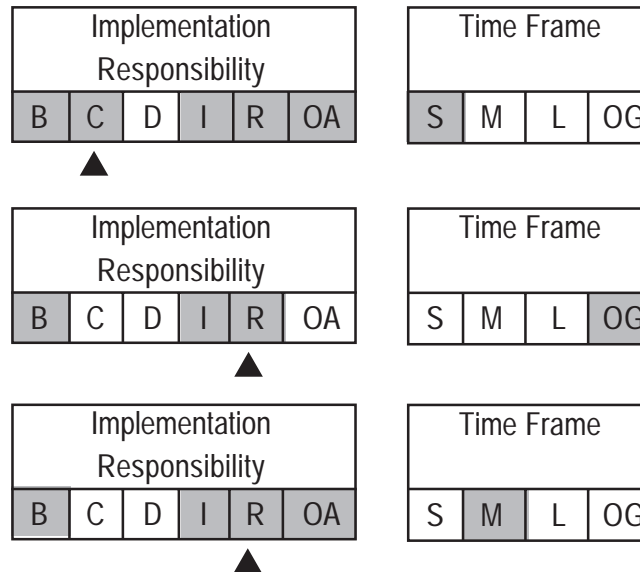
The FOCUS Neighborhood Prototypes plan calls for neighborhoods to aggressively market their neighborhoods to new and potential homebuyers

Community Input: Planning participants expressed a strong interest in maintaining and improving the overall value of their homes and the neighborhood.

4.4.1 Action Item: Neighborhood stakeholders will work with the City to support and advance the licensing and inspection of rental properties.

4.4.2 Action Item: The EHCA will annually seek nominations for, award and promote ten "best kept" neighborhood properties.

4.4.3 Action Item: Neighborhood stakeholders will work with local real estate professionals to explore the options of creating a marketing strategy to promote the neighborhood to potential homebuyers.





RECOMMENDATIONS

5.0 Neighborhood Livability

5.1 POLICY

Long-term quality business growth will be a priority for Eastwood Hills.

Context: Many businesses in the neighborhood struggle to remain in operation and do not meet the neighborhood needs. There are also a number of businesses that are unsightly and create negative perceptions of the neighborhood.

Community Input: Residents feel that there are too many motels, nightclubs and auto-oriented uses such as car repair, used car lots, and salvage yards in the Eastwood Hills Neighborhood.

5.1.1 Action Item: Neighborhood stakeholders will work with Kansas City Economic Development Corporation and Kansas City Chamber of Commerce to identify and aggressively recruit businesses that comply with the vision of Eastwood Hills.

Implementation Responsibility					
B	C	D	I	R	OA



Time Frame			
S	M	L	OG

The FOCUS Kansas City Plan supports the retention and attraction of good business citizens and jobs.

5.2 POLICY

Economic incentives and small business development tools will be targeted toward areas recommended for mixed use.

Context: Use of economic incentives has been minimal in the Eastwood Hills neighborhood and could be expanded to promote new business that serve neighborhood needs or retain existing businesses.

Community Input: Planning participants identified a need for neighborhood serving businesses and the revitalization of the neighborhood's commercial areas.

The FOCUS Urban Core Plan supports the targeting of tax incentives to mixed-use centers.

5.2.1 Action Item: The City will give priority to projects located in areas designated for mixed-use when considering whether to grant tax incentives to a development project.

Implementation Responsibility					
B	C	D	I	R	OA



Time Frame			
S	M	L	OG

5.2.2 Action Item: Neighborhood stakeholders will support area businesses in working with the City and the Kansas City Economic Development Corporation in using small business financing tools.

Implementation Responsibility					
B	C	D	I	R	OA



Time Frame			
S	M	L	OG

5.2.3 Action Item: No development incentives will be granted to developments, which include any unwanted uses outlined by the neighborhood. These uses include outdoor storage, billboards, communications towers, car lots, motels, hotels, bars, nightclubs or other adult entertainment venues

Implementation Responsibility					
B	C	D	I	R	OA

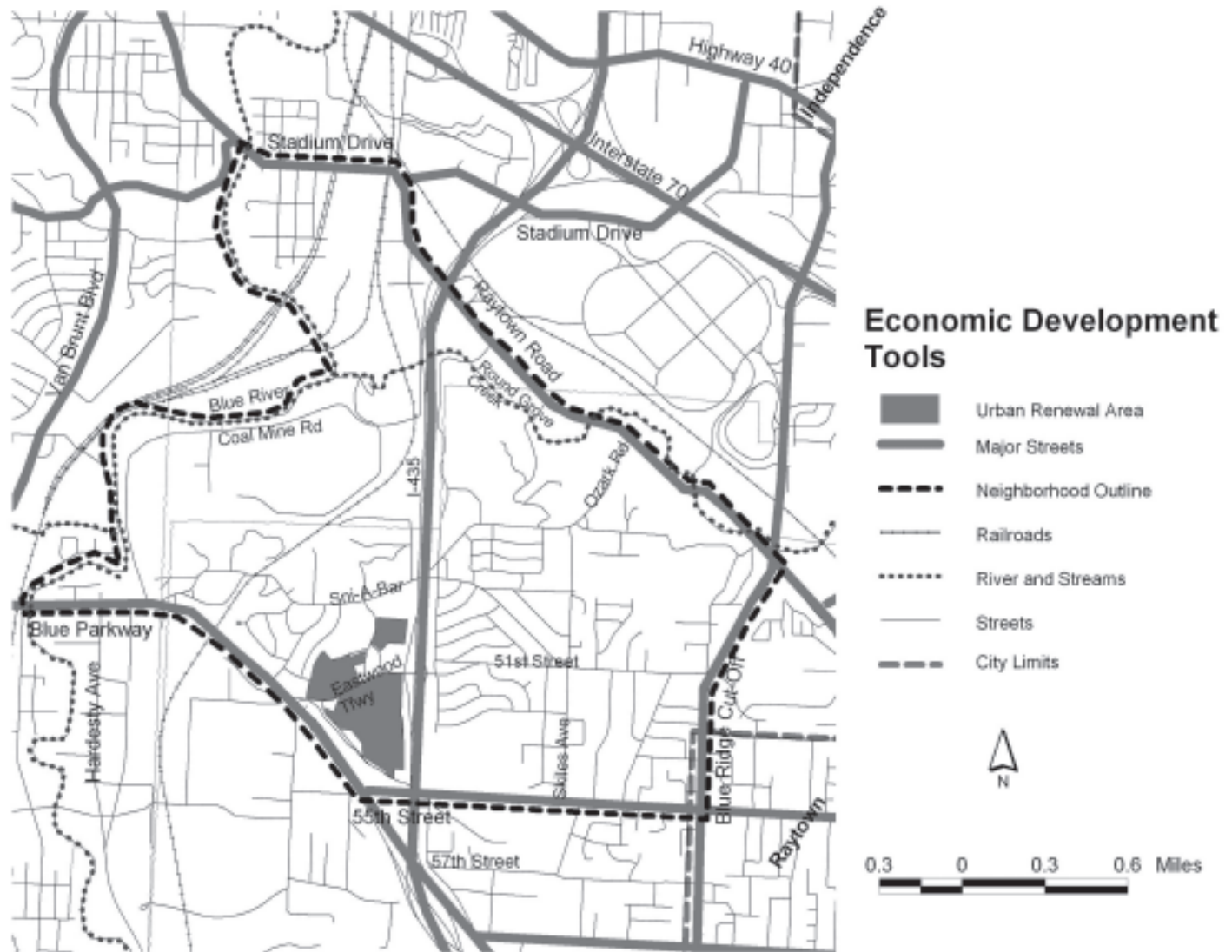


Time Frame			
S	M	L	OG





RECOMMENDATIONS





5.3 POLICY

Property maintenance will be a priority for the neighborhood

Context: As of December 2004, there are a total of 263 open code violation cases in the Eastwood Hills Neighborhood. While a single property may have multiple code violations, this figure suggests that almost 13 percent of all properties in Eastwood Hills have code violations.

Community Input: Neighborhood residents and stakeholders are intent on working to reduce the number of code violations in the Eastwood Hills Neighborhood.

5.3.1 Action Item: Neighborhood stakeholders will work with City departments that deal with code enforcement to identify and work with commercial and industrial property owners who are not in compliance with City codes.

Implementation Responsibility						Time Frame			
B	C	D	I	R	OA	S	M	L	OG
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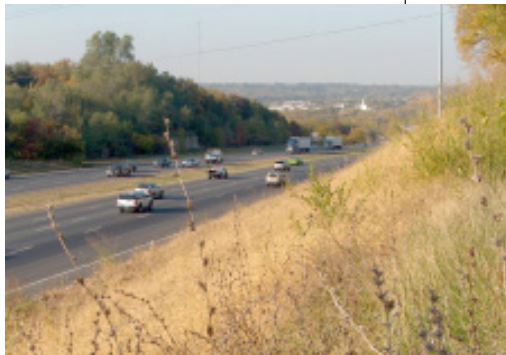
5.3.2 Action Item: The EHCA will actively engage the area code enforcement officer in association meetings and events in order to increase understanding of code enforcement issues and processes, and to track violation patterns and progress.

Implementation Responsibility						Time Frame			
B	C	D	I	R	OA	S	M	L	OG
▲									

The FOCUS Neighborhood Prototypes Plan encourages code inspection training and homeowner education programs.

5.3.3 Action Item: The EHCA will sponsor a City training workshop on identifying and reporting code violations.

Implementation Responsibility						Time Frame			
B	C	D	I	R	OA	S	M	L	OG
▲									



RECOMMENDATIONS

5.4 POLICY

The screening and reduction of noise and line of sight nuisances throughout the neighborhood will be a priority

Context: There are a number of areas in the neighborhood that are affected by highway and railroad noise as well as commercial and industrial properties that are not screened from activity associated with those types of land uses.

Community Input: Planning participants want to ensure that all property located near or next to a land use that may cause noise or sight disturbances are screened.

5.4.1 Action Item: Neighborhood stakeholders will work with City and State Departments to reduce the noise and line of sight nuisances along highways and railroads in the neighborhood.

Implementation Responsibility					
B	C	D	I	R	OA

Time Frame			
S	M	L	OG



5.4.2 Action Item: Neighborhood stakeholders will work with City and State Departments to ensure that all noise and line of sight screening is in compliance with the design guidelines in this plan.

Implementation Responsibility					
B	C	D	I	R	OA

Time Frame			
S	M	L	OG



5.4.3 Action Item: Neighborhood stakeholders will explore “quiet zones” for railroad crossings utilizing noiseless mechanisms to alert motorists of railroad crossings.

Implementation Responsibility					
B	C	D	I	R	OA

Time Frame			
S	M	L	OG



The FOCUS Kansas City plan promotes livable neighborhoods that are protected and screened from uses that may be unsightly or cause disturbances



6.0 Safety and Security

6.1 POLICY

The neighborhood will continue to involve residents, public agencies and interested stakeholders in addressing property maintenance issues within the neighborhood.

Context: Neighborhood appearance and poor property maintenance contribute to perceptions of high neighborhood crime.

Community Input: Planning participants realize that a clean neighborhood will result in stronger businesses, safer streets and a general welcoming feel.

6.1.1 Action Item: The EHCA will continue to monitor code violations.

Implementation Responsibility						Time Frame			
B	C	D	I	R	OA	S	M	L	OG

▲

The FOCUS Urban Core Plan promotes the enforcement of City codes to ensure that property owners maintain their properties to a minimum standard.



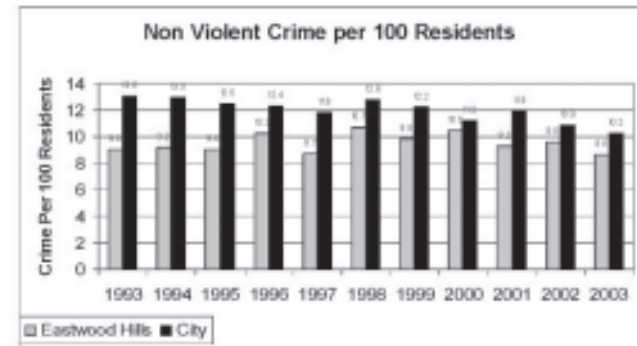
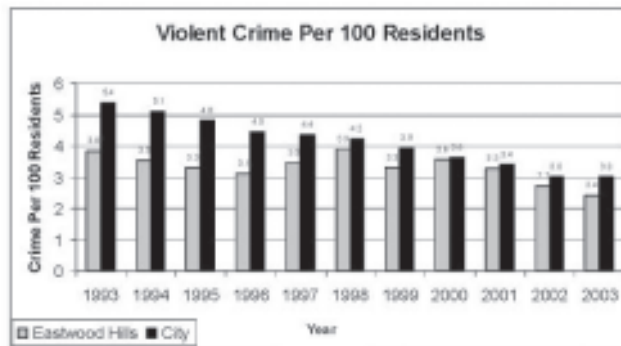
RECOMMENDATIONS

6.2 POLICY:

The neighborhood will work to address crime and perceptions of crime.

Context: While crime declined in the neighborhood, residents continue to perceive that crime increases. The crime rate for Eastwood Hills has been consistently lower than that of the City for the period between 1990 and 2003. Active commercial areas like Eastwood Trafficway also have crime problems and there are several “notorious” residential blocks with crime and safety issues.

Community Input: Neighborhood residents recognize that a large portion of illegal activity occurs in discrete locations within the neighborhood and continue to work with police and property owners to address specific issues.



The FOCUS Kansas City plan supports ongoing monitoring of neighborhoods to ensure problems do not worsen

6.2.1 Action Item: The EHCA will maintain contact with the police department and neighborhood patrol officers and monitor monthly criminal data.

Implementation Responsibility					
B	C	D	I	R	OA

Time Frame			
S	M	L	OG

6.2.2 Action Item: Representatives from the Kansas City, MO, Police Department will periodically attend neighborhood meetings to discuss criminal activity within the neighborhood.

Implementation Responsibility					
B	C	D	I	R	OA

Time Frame			
S	M	L	OG

6.3 POLICY

Addressing neighborhood cleanliness and stopping illegal dumping in Eastwood Hills will be a priority

Context: Vacant or under-utilized industrial and commercial uses, overgrown vegetation, topographical conditions and limited sight lines, offer circumstances that are conducive to illegal dumping.

Community Input: Illegal dumping, property maintenance and code violation issues are consistently raised in neighborhood planning discussions.

The FOCUS Neighborhood Prototypes Plan promotes identifying illegal dumping sites and developing strategies to combat dumping activity.





RECOMMENDATIONS

6.3.1 Action Item: Neighborhood stakeholders will coordinate quarterly clean-ups with the City and other interested stakeholders.

Implementation Responsibility					
B	C	D	I	R	OA



Time Frame			
S	M	L	OG

6.3.2 Action Item: Neighborhood stakeholders will work with Neighborhood and Community Services Department to determine when and where dumping most frequently occurs.

Implementation Responsibility					
B	C	D	I	R	OA



Time Frame			
S	M	L	OG

6.3.3 Action Item: Neighborhood stakeholders will support police and the area codes enforcement officer in deterring illegal dumping.

Implementation Responsibility					
B	C	D	I	R	OA



Time Frame			
S	M	L	OG

6.3.4 Action Item: Neighborhood stakeholders will coordinate with the Kansas City Police Department Metro Division and the Jackson County Sheriff's office to prosecute illegal dumpers.

Implementation Responsibility					
B	C	D	I	R	OA



Time Frame			
S	M	L	OG

6.4 POLICY

New Development in the neighborhood will support crime prevention through the incorporation of appropriate environmental design measures.

Context: Crime Prevention Through Environmental Design (CPTED) is a nationally adopted set of guidelines that recommend strategies for the reduction of crime

Community Input: The planning participants believe that if businesses and homeowners incorporate environmental design standards and maintain the property that crime will decrease in the neighborhood.

6.4.1 Action Item: The EHCA and all applicable development review bodies will use the Urban Design Guidelines in this plan, in conjunction with crime prevention through Environmental Design principles, to review neighborhood development and redevelopment proposals.

Implementation Responsibility					
B	C	D	I	R	OA

▲

Time Frame			
S	M	L	OG

The FOCUS Neighborhood Prototypes Plan encourages the use of CPTED standards to promote neighborhood safety.

IMPLEMENTATION

The Implementation chapter is a plan of action and a set of tools to be used to achieve the goals of this plan. The chapter includes the following sections:

Implementation Matrix

The purpose of the implementation matrix is to summarize the action steps recommended in this plan. The matrix identifies responsible parties and a general timeline for each task. The gray highlighted box represents the lead group in the implementation process.

Walkability Improvements

This section summarizes the walkability improvements recommended in the four priority areas and establishes a general timeline and offers preliminary cost estimates.

Cost Estimate Matrix

The cost estimates matrix outlines the preliminary costs for the walkability and infrastructure improvements in the neighborhood. Estimates are given for such improvements as the development of Skiles Park and the improvements in the four walkability priority areas.

Decision-Making Criteria

This section offers a set of criteria that ensures decisions regarding development in the neighborhood are consistent with this plan.

Design Guidelines

The design guidelines ensure that new development as well as redevelopment is consistent and compatible with the overall character of the neighborhood.



Action Steps	Implementation Responsibility						Time Frame			
Land Use & Zoning	Business	City	Developers	Institutions	Residents	Other Agencies	Short Term	Medium Term	Long Term	Ongoing
1.1.1 The City and all applicable development review bodies will adhere to the land use recommendations of this plan particularly in maintaining the low-density residential core of the Eastwood Hills neighborhood.	★	★	★		★					★
1.1.2 Neighborhood stakeholders will work with the City to downzone the single-family core of the neighborhood from R2b to R1b.		★			★		★			
1.2.1 Neighborhood stakeholders will work with area property and business owners to target, attract and retain neighborhood-serving businesses to the mixed-use areas.	★		★		★					★
1.2.2 The City and all applicable review bodies will encourage developers to include neighborhood serving commercial uses when developing in areas designated for mixed-use.		★	★		★					★
1.2.3 In order to reduce inappropriate land uses, the City Planning and Development staff will communicate the neighborhood development expectations defined by this plan to area business owners and developers and will be supported by neighborhood stakeholders.		★	★		★	★				★
1.3.1 The City and all applicable development review bodies will use the Design Guidelines in this plan to review neighborhood development and redevelopment proposals.		★	★		★	★				★
1.4.1 The City will work with neighborhood stakeholders to complete and adopt a Master Plan for municipal property within Eastwood Hills.	★	★		★	★	★		★		
1.4.2 The City will incorporate the recommendations of this plan in any Master Plan for the municipal property and will actively engage and include neighborhood stakeholders in the creation of the Municipal Farm Master Plan.	★	★		★	★	★		★		

Action Steps	Implementation Responsibility						Time Frame			
Land Use & Zoning	Business	City	Developers	Institutions	Residents	Other Agencies	Short Term	Medium Term	Long Term	Ongoing
1.4.3 The City will down zone its property from M2a (heavy industrial) to a zoning district consistent with the land use plan		★		★	★		★			
1.5.1 Require all new development to assess impacts to vehicular traffic and walkability at a level of detail deemed appropriate by the Public Works Department and City Planning and Development Department, in accordance with Transportation Study Guidelines and Kansas City Walkability Plan.		★	★							★
Infrastructure										
2.1.1 Neighborhood stakeholders will work with the City Parks and Recreation Department to identify and secure funding sources to develop Skiles Park.	★	★		★	★		★			
2.1.2 The City Parks and Recreation Department will work with the neighborhood to create a master plan for Skiles Park.	★	★		★	★		★			
2.1.3 Neighborhood stakeholders will look for partnerships with private, public or philanthropic organizations to help finance the development and maintenance of Skiles Park.	★	★	★	★	★	★	★			
2.2.1 Neighborhood stakeholders will proactively seek funding for priority public improvement projects.	★	★		★	★	★				★
2.3.1 Neighborhood stakeholders will work with the Water Services Department to evaluate options for upgrading local storm water management systems, particularly roadside ditches which are failing.	★	★		★	★			★		
2.3.2 The City will explore the engineered swales and infiltration ditches as an alternative to curbs, gutters and storm sewers.	★	★		★	★					★

Action Steps	Implementation Responsibility						Time Frame			
Infrasctructure	Business	City	Developers	Institutions	Residents	Other Agencies	Short Term	Medium Term	Long Term	Ongoing
2.4.1 The City will evaluate and act on the need for improvements to local storm water management systems in conjunction with any other development or infrastructure improvement activities in Eastwood Hills.		★								★
2.5.1 Neighborhood stakeholders will work with the City and other area agencies to coordinate the review and approval of infrastructure improvements in the neighborhood.	★	★		★	★	★				★
2.6.1 Neighborhood stakeholders will work with the City and other agency representatives to utilize a variety of funding sources to finance priority infrastructure improvements.	★	★	★	★	★	★				★
2.6.2 Neighborhood stakeholders will establish a procedure for re-evaluating improvement priorities in the neighborhood as projects are completed.	★	★		★	★			★		
2.7.1 Neighborhood stakeholders will continue to work with the Water Services Department to gauge resident support and explore modifying the existing assessment mechanism and reduce the financial burden to homeowners in connecting Eastwood Hills homes to the City's sanitary sewer system.	★	★		★	★		★			
2.7.2 The City will investigate and document any previous payments made to pay for sanitary sewer improvements		★					★			
Transportation										
3.1.1 Neighborhood stakeholders will work with the City Public Works Department and the City Development Department to make walkability improvements in the four priority areas identified by neighborhood stakeholders.	★	★	★	★	★	★				★

Action Steps	Implementation Responsibility						Time Frame			
Transportation	Business	City	Developers	Institutions	Residents	Other Agencies	Short Term	Medium Term	Long Term	Ongoing
3.1.2 The City will work with neighborhood stakeholders to ensure that pedestrian, bicycle and transit improvements as well as streetscape amenities are incorporated into new public and private development.	★	★	★	★	★	★				★
3.1.3 Neighborhood stakeholders will work with the City, neighborhood institutions, property owners, residents and businesses to establish partnerships to construct amenities that encourage multimodal transportation methods.	★	★	★	★	★		★			
3.1.4 Neighborhood stakeholders will work with the City and the Mid-America Regional Council to ensure that Eastwood Hills is directly connected to regional trails within and adjacent to the neighborhood.	★	★		★	★			★		
3.1.5 The Public Works Department and the City Planning and Development Department will work with neighborhood stakeholders to review development proposals and ensure that they incorporate FOCUS Kansas City multi-modal transportation guidelines and the level of service standards of the walkability plan.	★	★	★	★	★	★				★
3.2.1 The Neighborhood stakeholders will work with the Public Works Department and the Planning and Development Department to require that walkability improvements follow the outlined walkability guidelines		★	★		★					★
3.3.1 KCATA staff will work with neighborhood stakeholders to study and address access issues within the neighborhood, specifically assessing rider needs and access to the Blue Parkway Town Center.	★	★	★	★	★	★	★			
3.3.2 Neighborhood stakeholders will work KCATA staff to explore options for adding concrete pads, sidewalks, seating and shelter to transit stops in the neighborhood.	★	★		★	★	★	★			

Action Steps	Implementation Responsibility						Time Frame			
Transportation	Business	City	Developers	Institutions	Residents	Other Agencies	Short Term	Medium Term	Long Term	Ongoing
3.3.3 Neighborhood stakeholders will work with public, private and philanthropic neighborhood transit stops, giving first priority to the transit stops that are most frequently used, as determined by KCATA ridership data.	★	★		★	★	★	★			
3.4.1 Neighborhood stakeholders will work with the Public Works Department and the City Planning and Development Department to implement pedestrian improvements in mixed-use areas and priority pedestrian areas.	★	★		★	★	★	★			
3.4.2 Neighborhood stakeholders will work with the Department of Public Works, the Kansas City Police Department, MAST and the Fire Department to ensure that traffic calming measures are designed and installed to provide adequate emergency vehicle access.	★	★		★	★	★		★		
3.4.3 Neighborhood Stakeholders will work with the City to evaluate traffic conditions and determine appropriate traffic calming improvements, specifically at Ararat Drive and Sni-A-Bar Road as well as at 51 st Street and Sni-A-Bar Road.	★	★		★	★	★		★		
3.5.1 Neighborhood stakeholders will work with the Public Works Department, specifically the Streets and Traffic Division to look into incorporating signage to help to control traffic from the Truman Sports Complex.	★	★		★	★	★	★			
3.5.2 Neighborhood stakeholders will work with the Kansas City Police Department to get additional patrol coverage in the neighborhood events are at the stadium.	★	★		★	★	★	★			
3.6.1 Neighborhood stakeholders will work with the Kansas City Police Department to enforce traffic regulations on Coal Mine Road.		★			★			★		

Action Steps	Implementation Responsibility						Time Frame			
Housing	Business	City	Developers	Institutions	Residents	Other Agencies	Short Term	Medium Term	Long Term	Ongoing
4.1.1 Neighborhood stakeholders will compile a list of individuals, businesses and services available to provide home maintenance and renovation assistance, and distribute this list to neighborhood residents.	★			★	★		★			
4.1.2 The City will work to respond to code violations and to ensure that City owned and managed property is properly maintained.	★	★		★	★		★			
4.1.3 The City will work with neighborhood stakeholders to provide an understanding of basic maintenance and nuisance code investigation processes.	★	★		★	★		★			
4.1.4 Neighborhood stakeholders will form a property maintenance committee to identify properties that are not in compliance with the City's codes and work with property owners and the City on code enforcement.	★	★		★	★			★		
4.1.5 Neighborhood stakeholders will work with the Neighborhood and Community Services Department to facilitate workshops to educate residents on proper home and property maintenance.		★			★		★			
4.2.1 Neighborhood stakeholders will work with local real estate professionals to attract potential homebuyers to the neighborhood.	★			★	★	★				★
4.2.2 Neighborhood stakeholders will work with local developers to encourage new homeownership opportunities	★	★	★	★	★					★
4.3.1 The City and all applicable development review bodies will use the Urban Design Guidelines in this plan to review housing development proposals and improvements in the neighborhood.		★	★		★	★				★

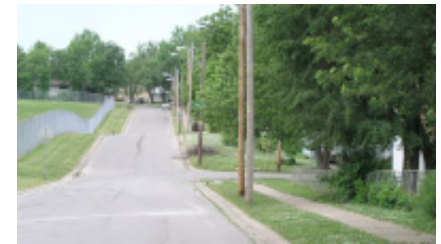
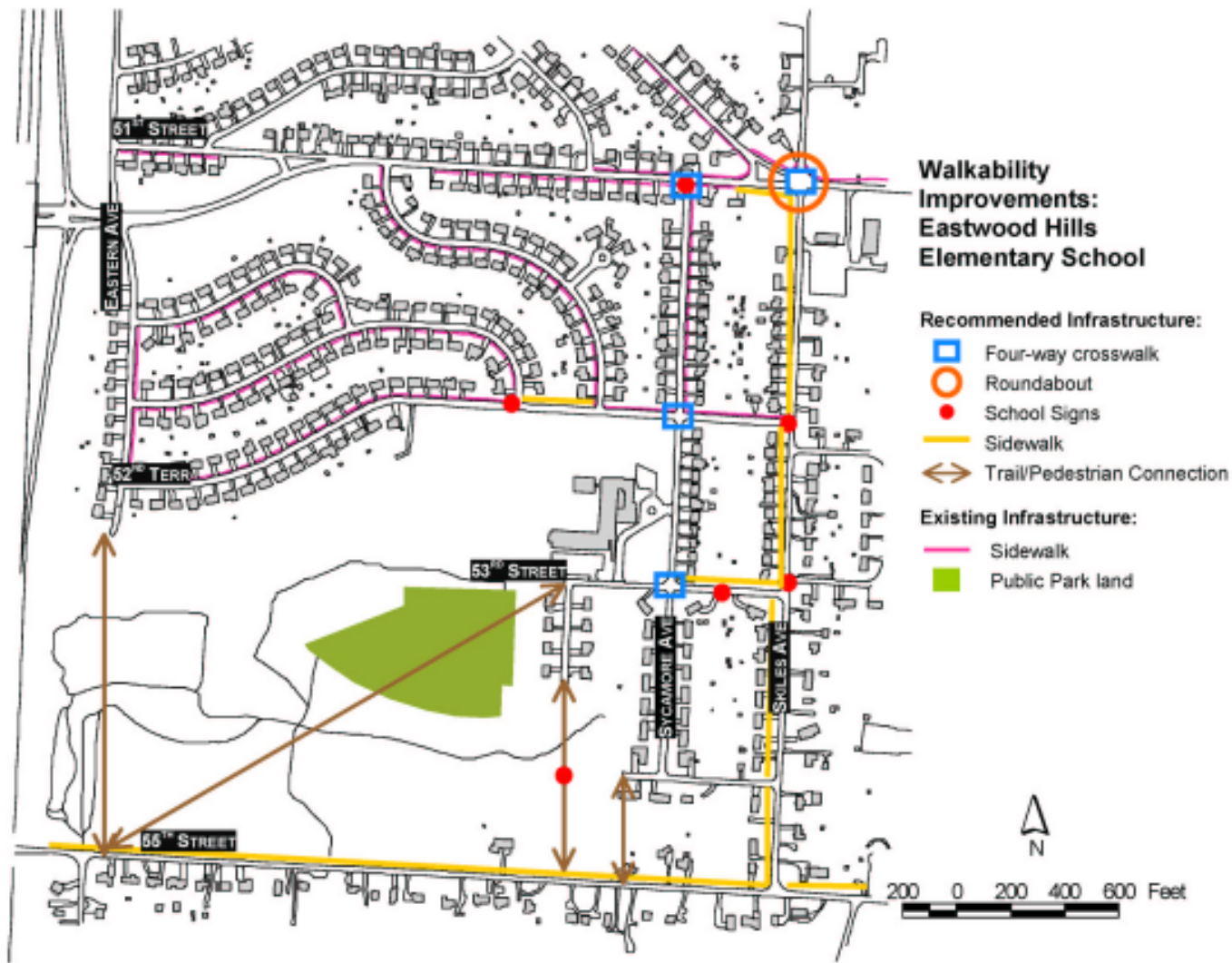
Action Steps	Implementation Responsibility						Time Frame			
Housing	Business	City	Developers	Institutions	Residents	Other Agencies	Short Term	Medium Term	Long Term	Ongoing
4.3.2 The City and all neighborhood stakeholders want to encourage a healthy mix of subsidized as well as market rate housing in the single-family core of the neighborhood		★	★		★	★				★
4.3.3 The development of mobile-home parks will be discouraged, as they are not consistent with the character, density and scale of Eastwood Hills		★	★		★					★
4.4.1 Neighborhood stakeholders will work with the City to support and advance the licensing and inspection of rental properties.	★	★		★	★	★	★			
4.4.2 The EHCA will annually nominate and award ten “best kept” neighborhood properties.	★			★	★					★
4.4.3 Neighborhood stakeholders will work with local real estate professionals to explore the options of creating a marketing strategy to promote the neighborhood to potential homebuyers.	★			★	★	★		★		
Neighborhood Livability										
5.1.1 Neighborhood stakeholders will work with Kansas City Economic Development Corporation and Kansas City Chamber of Commerce to identify and aggressively recruit businesses that comply with the vision of Eastwood Hills.	★	★		★	★	★		★		★
5.2.1 The City will give priority to projects located in areas designated for mixed-use when considering whether to grant tax incentives to a development project.		★								★
5.2.2 Neighborhood stakeholders will support area businesses in working with the City and the Kansas City Economic Development Corporation in using small business financing tools.	★	★		★	★	★				★

Action Steps	Implementation Responsibility						Time Frame			
Neighborhood Livability	Business	City	Developers	Institutions	Residents	Other Agencies	Short Term	Medium Term	Long Term	Ongoing
5.2.3 No development incentives shall be granted to developments, which include any unwanted uses outlined by the neighborhood. These uses include outdoor storage, billboards, communications towers, car lots, motels, hotels, bars, nightclubs or other adult entertainment venues		★				★				★
5.3.1 Neighborhood stakeholders will work with City departments that deal with code enforcement to identify and work with commercial and industrial property owners who are not in compliance with City codes.	★	★		★	★					★
5.3.2 The EHCA will actively engage the area code enforcement officer in association meetings and events in order to increase understanding of code enforcement issues and processes, and to track violation patterns and progress.	★	★		★	★					★
5.3.3 The EHCA will sponsor a City training workshop on identifying and reporting code violations.	★	★		★	★		★			
5.4.1 Neighborhood stakeholders will work with City and State Departments to reduce the noise and line of sight nuisances along highways and railroads in the neighborhood.	★	★		★	★	★	★			
5.4.2 Neighborhood stakeholders will work with City and State Departments ensure that all noise and line of sight screening is in compliance with the design guidelines in this plan.		★		★	★	★				★
5.4.3 Neighborhood stakeholders will explore “quiet zones” for railroad crossings utilizing noiseless mechanisms to alert motorists of railroad crossings.		★			★	★				★

Action Steps	Implementation Responsibility						Time Frame			
Safety & Security	Business	City	Developers	Institutions	Residents	Other Agencies	Short Term	Medium Term	Long Term	Ongoing
6.1.1 The EHCA will continue to monitor code violations.	★	★		★	★					★
6.2.1 The EHCA will maintain contact with the police department and neighborhood patrol officers and monitor monthly criminal data.	★	★		★	★					★
6.2.2 Representatives from the Kansas City, MO, Police Department will periodically attend neighborhood meetings to discuss criminal activity within the neighborhood.	★	★		★	★					★
6.3.1 Neighborhood stakeholders will coordinate quarterly clean-ups with the City and other interested stakeholders.	★	★		★	★	★				★
6.3.2 Neighborhood stakeholders will work with Neighborhood and Community Services Department to determine when and where dumping most frequently occurs.	★	★		★	★					★
6.3.3 Neighborhood stakeholders will support police and the area codes enforcement officer in deterring illegal dumping.	★	★		★	★	★				★
6.3.4 Neighborhood stakeholders will coordinate with the Kansas City Police Department Metro Division and the Jackson County Sheriff's office to prosecute illegal dumpers.	★	★		★	★	★				★
6.4.1 The EHCA and all applicable development review bodies will use the Urban Design Guidelines in this plan, in conjunction with crime prevention through Environmental Design principles, to review neighborhood development and redevelopment proposals.	★	★		★	★					★

Walkability Improvements

Priority Area 1: Eastwood Elementary School	Short Term	Medium Term	Long Term	Cost Estimate
Paint crosswalks at the four-way intersection on 52 nd Street and Sycamore	★			\$800-\$1000
Paint crosswalks at the four-way intersection on 53 rd Street and Sycamore	★			\$800-\$1000
Place “School Zone” signs on streets around Eastwood Elementary School	★			\$80-\$100
Construct sidewalk segment on north side of 52 nd Terrace between Palmer Drive and 52 nd Street		★		\$5-\$7/ ft
Construct sidewalks on Skiles Avenue from 51 st Street to 55 th Street	★			\$5-\$7/ ft
Construct sidewalks on 53 rd Street between Sycamore Avenue and Skiles Avenue		★		\$5-\$7/ ft
Explore sidewalk/trail connection between 55 th Street and the dead end at Sycamore Avenue		★		\$7.50-\$9.50/ ft
Construct sidewalks the entire length of 55 th Street		★		\$5-\$7/ ft
Install a roundabout at the intersection of Sni-A-Bar Road, Skiles, 51 st Street and Eastwood Trafficway			★	\$750,000
As the area south of the school develops, construct a pedestrian connection between 55 th Street and 52 nd Terrace			★	\$7.50-\$9.50/ ft
Connect the wooded area between Eastern Avenue and 55 th Street with a trail			★	\$7.50-\$9.50/ ft



Sidewalks are needed on 52nd Terrace to fill in this gap.



A roundabout is proposed for the intersection of Sni-a-bar Road, 51st Street, and Skiles Road.



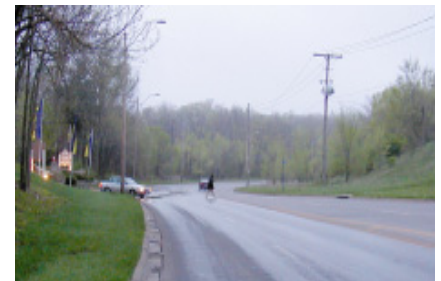
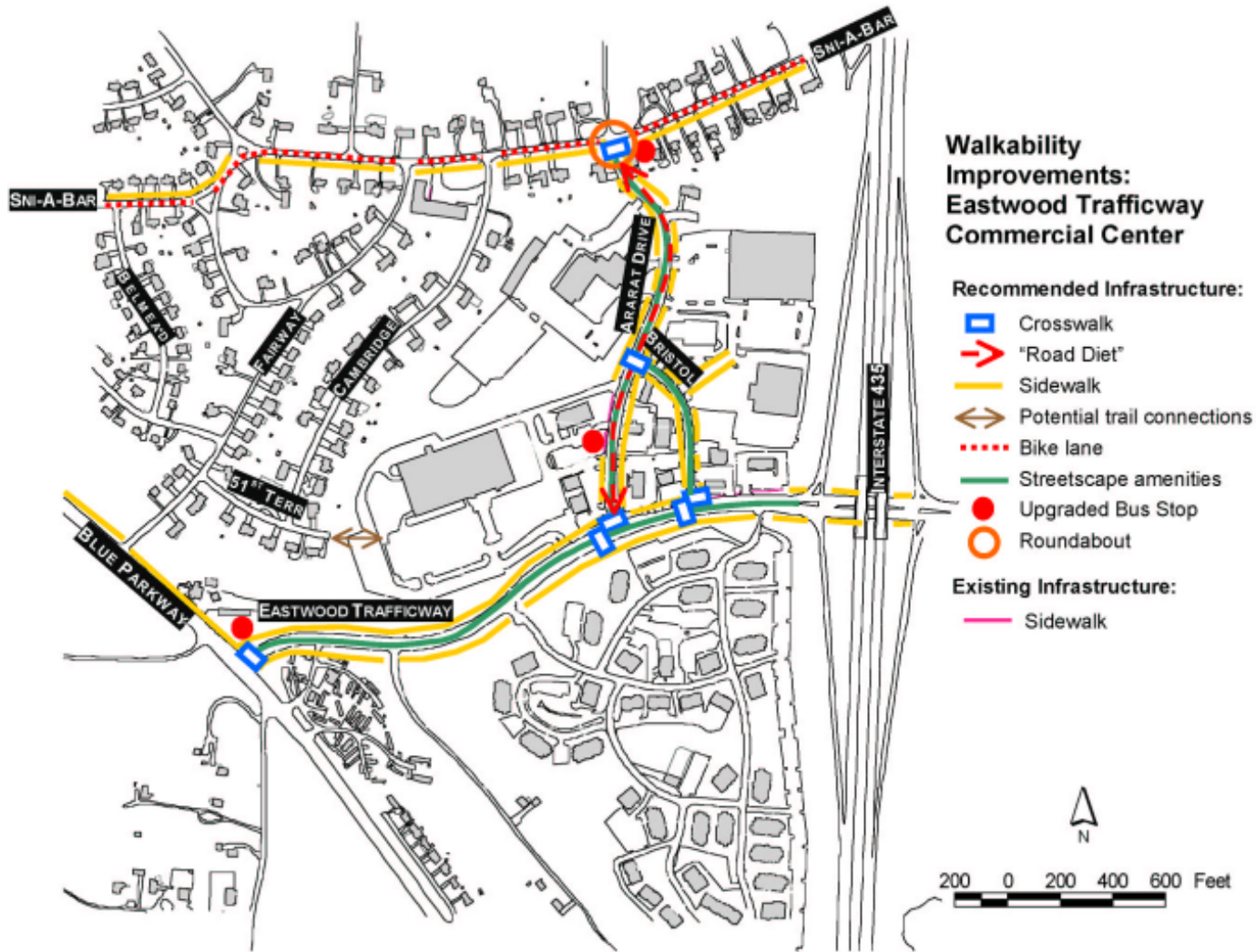
Improved crosswalk markings are needed at the Northwest corner of the school.



Sidewalks are needed on Ozark Road to provide access to the EHCA clubhouse and pool.

Walkability Improvements

Priority Area 2: Eastwood Trafficway Commercial Center	Short Term	Medium Term	Long Term	Cost Estimate
Install sidewalks on Ararat Drive from Eastwood Trafficway to Sni-A-Bar Road		★		\$5-\$7/ ft
Install concrete pads, benches and trash receptacles to serve area bus riders and pedestrians.		★		\$2,000/bus stop
Install sidewalks on Bristol Avenue		★		\$5-\$7/ ft
Install sidewalks on 50 th Street		★		\$5-\$7/ ft
Install pedestrian crossing at Intersections of Eastwood Trafficway and Ararat Drive	★			\$800-\$1,000
Install pedestrian crossing at Bristol Avenue at the intersection of Ararat Drive	★			\$800-\$1,000
Install sidewalks on Blue Parkway connecting Eastwood Trafficway to the new Blue Parkway Town Center retail area		★		\$5-\$7/ ft
Install pedestrian crossing from the Royal Woods apartment complex to the retail center on Eastwood Trafficway at Ararat Drive	★			\$200
Implement a “road diet” on Ararat Drive onto Eastwood Trafficway, creating a bike lane on one side of the road		★		TBD
Widen shoulder or install sidewalks the entire length of Sni-A-Bar Road from Blue Parkway to Blue Ridge Cutoff			★	\$15-\$25/ft
Install a roundabout at the intersection of Sni-A-Bar Road and Ararat Drive			★	\$750,000
Install sidewalks on Eastwood Trafficway from Blue Parkway to Ararat Drive		★		\$5-\$7/ ft
Prepare a plan for pedestrian lighting and other streetscape amenities on Ararat Drive, Bristol and Eastwood Trafficway.	★			\$50,000
Explore pedestrian connection from 51 st Terrace dead end to the commercial area		★		\$7-\$9/ ft
Pursue driveway consolidation/access management plan for Eastwood Trafficway Commercial Center		★		\$20-\$30/ft



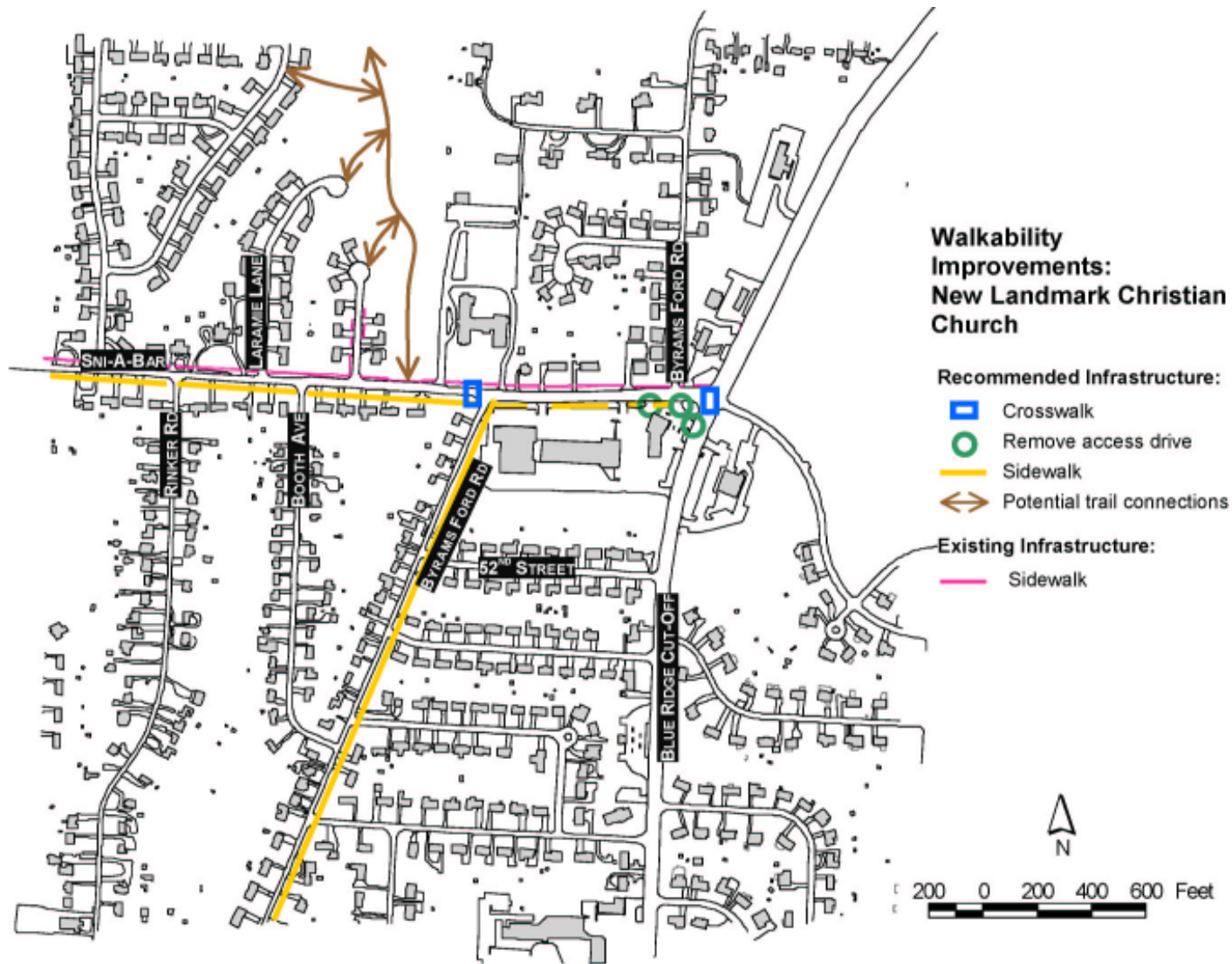
Improved pedestrian crossings are needed on Eastwood Trafficway.



Walking and biking on Sni-a-bar Road could be enhanced with a paved shoulder or sidewalks.

Walkability Improvements

Priority Area 3: New Landmark Christian Church Center	Short Term	Medium Term	Long Term	Cost Estimate
Reduce the number of driveway entrances to the shopping center, closest to Blue Ridge Cutoff		★		\$20-30 / ft
Construct sidewalks on east side of Byrum's Ford Road and south side of Sni-A-Bar Road		★		\$5-7 / ft
Install pedestrian crossing at intersection of Byrum's Ford Road and Sni-A-Bar Road	★			\$800-\$1000
Install pedestrian crossing at intersection of Blue Ridge Cutoff and Sni-A-Bar Road	★			\$800-\$1000

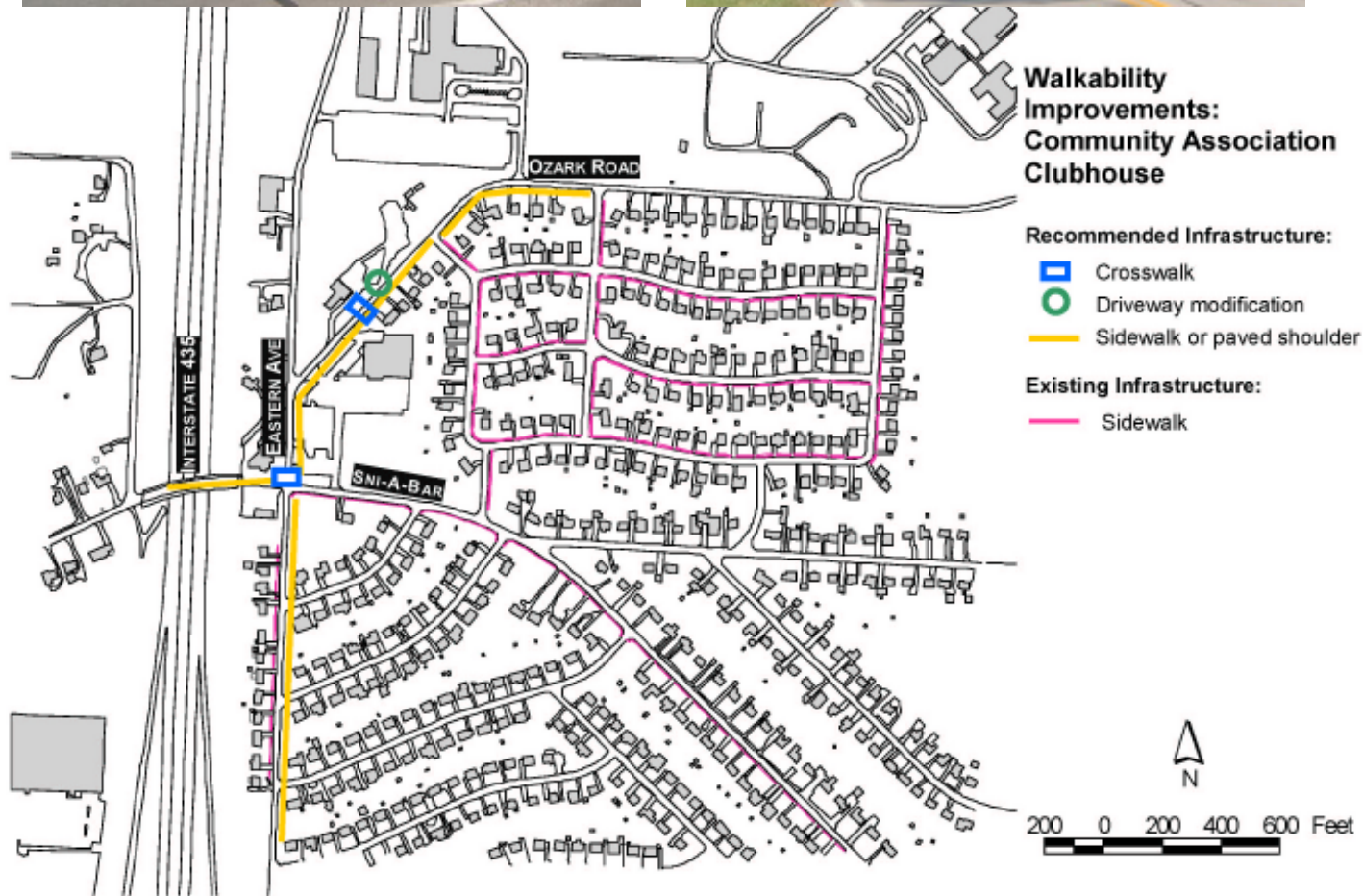


Sidewalks and driveway consolidation are recommended for 51st Street (see Walkability Maps in Implementation chapter).



Walkability Improvements

Priority Area 3: Eastwood Hills Community Association Clubhouse Area	Short Term	Medium Term	Long Term	Cost Estimate
Install a mid-block pedestrian crossing on Ozark Road at the existing pedestrian crossing sign.	★			\$200
Install a sidewalk, pedestrian/bicycle path or widen shoulder on south side of Ozark Rd from Eastern Avenue to Palmer Avenue		★		\$5-7 / ft
Construct sidewalks on Eastern Avenue from Sni-A-Bar Road to Ozark Road		★		\$5-7 / ft
Connect the sidewalk from I-435 overpass to Eastern Avenue on Sni-A-Bar Road		★		\$5-7 / ft
Construct sidewalk on Eastern Avenue south of Sni-A-Bar Road		★		\$5-7 / ft
Install pedestrian crossing at the intersection of Eastern Avenue and Sni-A-bar Road	★			\$800-\$1000
Improve the driveway entrance to the clubhouse and pool to clarify one right of way. Attempt to create separation between pedestrians and automobiles and narrow driveway throat width.	★			\$20-30 / ft



Cost Estimate Matrix

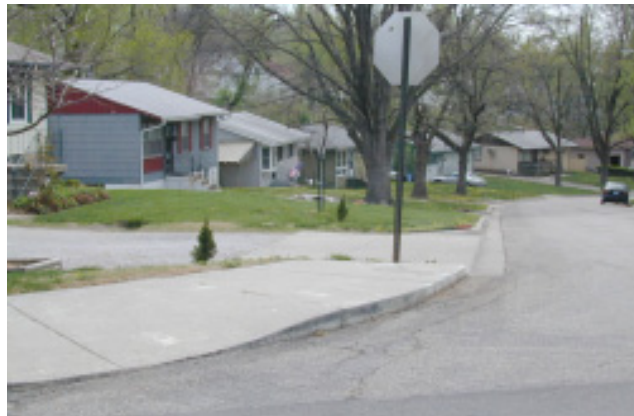
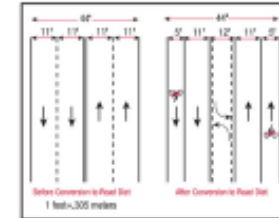
Improvement	Purpose	Unit	Low Estimate	High Estimate
Skiles Park Improvements				
Design and Layout	Neighborhood amenity	N/A	\$60,000	\$100,000
Shelter	Neighborhood amenity	Per structure	\$75,000	\$100,000
Restrooms	Neighborhood amenity	Per structure	\$100,000	\$150,000
Playground Equipment	Neighborhood amenity	Per structure	\$80,000	\$300,000
Parking	Neighborhood amenity	Per parking space	\$3,000	\$6,000
Trees	Neighborhood amenity	Per tree	\$400	\$500
Lighting	Traffic/Pedestrian Safety	Per fixture	\$4,000	\$5,000
Walking/Biking Trails				
10 foot concrete trail (4" thick)	Neighborhood amenity	Per linear foot	\$16/ft	\$18/ft
10 foot asphalt trail (3" thick)		Per linear foot	\$7.50/ft	\$9.50/ft
Road/Shoulder extension		Per linear foot	\$15/ft	\$25/ft
Trail Maintenance <i>Source: americantrails.org</i>		Per mile of trail per year	\$6,000	\$7,000
General Neighborhood Improvements				
STREETS & TRAFFIC				
Painted Crosswalk	Traffic/Pedestrian Safety	Per crosswalk	\$150	\$200
Pedestrian Crossing	Traffic/Pedestrian Safety	Per intersection	\$800	\$1,000
Pedestrian Crossing w/ push button signal	Pedestrian visibility	Per intersection	\$30,000	\$40,000
Curbs	Street integrity	Per linear foot	\$20/ft	\$30/ft
Sidewalk	Pedestrian accommodation	Per linear foot	5/ft	\$7/ft
Curb Inlets	Street integrity	Per inlet	\$300	\$400
Traffic Signals	Traffic/Pedestrian Safety	Per signal	\$150,000	\$200,000
Stop signs/Pedestrian advisory	Traffic/Pedestrian Safety	Per sign	\$80	\$120
Pedestrian Lighting	Traffic/Pedestrian Safety	Per light	\$800	\$1,200
Trash Receptacles	Traffic/Pedestrian Safety	Per receptacle	\$600	\$1,000
Concrete pad	Neighborhood Cleanliness	Per pad	\$1,000	\$1,500
Park Bench	Neighborhood amenity	Per bench	\$300	\$600
Neighborhood Marker	Neighborhood amenity	Per marker	\$1,000	\$5,000
WATER SERVICES				
Engineered Swales	Infrastructure Improvement	Per linear foot	\$4.50/ft	\$8.50/ft
Infiltration Trenches	Infrastructure Improvement	Per cubic foot	\$4/ft	\$9/ft
Sanitary Sewer Lines	Infrastructure Improvement	Per home (average)	\$7,000	\$10,000

IMPLEMENTATION

Decision Making Criteria

The role of this planning document is to establish policies for a geographic area within a framework defined by the community. During the development approval process, decision-makers are asked to apply the following criteria when reviewing the proposed development project or action:

- Does the proposed development project or action positively affect the character of the neighborhood by:
 - Preserving and enhancing natural resources
 - Complying with this plan's Design Guidelines
 - Providing quality landscaping, buffering and screening between uses
 - Developing at a "human scale"
 - Integrating crime prevention through environmental design principles
 - Encouraging increased levels of home ownership
 - Removing blight or improving neighborhood housing conditions
- Does the proposed development project or action enhance the neighborhood's multi-modal vehicular transportation environment by:
 - Helping to calm automobile traffic into the neighborhood core
 - Maintaining or enhancing the levels of service for bicyclists, public transit users and pedestrians
 - Providing adequate access for emergency services
 - Incorporating enhanced transit stops with shelters





*Erosion of the creek wall at
Round Grove Creek*

IMPLEMENTATION

- Ensuring that the development is accessible to disabled persons, elderly persons and people with children in strollers
- Does the proposed development project improve neighborhood infrastructure by:
 - Utilizing environmentally sensitive and sustainable practices
 - Improving streets, storm sewers, curbs and sidewalks while keeping streets at the minimum width allowable
 - Providing neighborhood entry markers or neighborhood signs
 - Providing public gathering places and open spaces as well as linkages to open space facilities
- Does a proposed development project or action ensure building design and placement is quality, designed for long-term durability and potential reuse by:
 - Complying with this plan's design guidelines
 - Utilizing "smart" and "sustainable" building architecture as generally recognized in the architectural profession

- Providing quality landscaping, buffering and screening

Design Guidelines

PURPOSE

These guidelines will help shape the character of the Eastwood Hills Neighborhood by providing a framework for assessing the visual and functional merits of improvements to existing buildings, infill projects and



major redevelopment initiatives. They will be used in conjunction with other regulations that are applied to developments and are not intended to preclude the requirements of any city, state or federal ordinances.

The ***Focus Quality Places Building Block*** advocates the use of urban design guidelines to act as the basic framework for creating high quality environments in which to live, work and play. Throughout the Eastwood Hills planning process, participants have expressed a desire to create a thriving yet stable neighborhood that respects the natural environment and offers attractive, high-quality, well-designed and well-maintained places. In order to achieve this outcome, design guidelines have been provided for the following areas:

- Gateways
- Screening/Transitions
- Linkages
- Access
- Architecture
- Character and Building Materials
- Signage
- Lighting
- Parking
- Streetscape
- Open Space
- Landscaping

Gateways

Definition:

Major points of arrival to a neighborhood.

Intent/purpose:

- To provide visual cues that announces arrival into an area.
- To identify distinct destinations in the neighborhood.



Guidelines:

- Gateway markers should be used to define the entrances to the neighborhood typically placed at key points of entry. Entrances to residential areas should incorporate the style of marker used at Blue Parkway and Sni-A-Bar Road.
- Commercial markers should imitate the style and scale of the commercial area and should be located at each intersection corner of major commercial centers, specifically the priority areas recommended in this plan.



*Original Neighborhood Marker at Sni-A-Bar & Blue Parkway
(photo courtesy Nancy Delaurier)*



IMPLEMENTATION

- Elements such as lighting, planting and signs related to the markers should be carefully designed to reinforce the gateway.
- The design of the markers should be coordinated with the materials and details of other architectural elements nearby and should embody the characteristics that identify the area.
- Primary street frontage and building entrances should be oriented toward the gateway. Where possible, secondary or rear entry for buildings should be enhanced if oriented toward gateway.
- Focal points, which incorporate public art, architectural features or landscape elements, should be located at key visual points and primary entrances to housing developments and retail centers.



Elevation of Wall /Wrought Iron Combination



Elevation of Wrought Iron with Pillars

Screening/Transitions

Definition:

Transition points between two types of areas or uses of different intensity.

Intent/purpose:

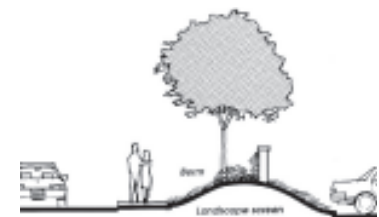
- To improve the interaction between uses of differing intensity and scale.
- To provide a compatible transition between uses.

Guidelines:

- All new development shall incorporate a transition zone between the single-family core, multi-family and mixed-use development. These transitions areas shall be enhanced through the use of landscape buffer zones, neighborhood markers or traffic calming measures
- Use materials of compatible design and scale when designing transitions between different uses and intensities.
- When possible, transitions and screening efforts within the neighborhood are encouraged to use softer screening such as landscaping and native vegetation as opposed to walls or solid fences. If fences or walls are used, there must be a break at least every 200 feet to allow pedestrians a way of getting through.

- Residential uses should be buffered from commercial and industrial uses by screening. The screening, to be maintained by the owner, should be located on the commercial or industrial property to prevent noise and other negative disturbances from impacting residential properties. These screening efforts are encouraged to include greenery that effectively maintains the privacy and limits disturbances in the residential area.
- Locate parking to the backsides of the development in situations where disparate uses are back-to-back with single-family uses. Mitigate noise, light and other pollution with screening and buffer zones. If a parking area is located along street frontage, a permeable fence, berm or landscaped screen of trees and shrubs should be planted or constructed along the street frontage.
- Due to the topography of the neighborhood, residential areas are often located above commercial and industrial uses. It is important to provide appropriate screening solutions that will limit noise and disturbances from those commercial and industrial uses. Screening may include architectural elements such as walls, terraced landscaping and the use of appropriate landscape material.

- Non-residential and multi-family uses that are located close to the single-family area shall be of residential scale (not more than two stories) and should include greenspace surrounding the development.
- Service areas, specifically loading docks and dumpsters, shall be screened from residential areas and from major thoroughfare with appropriate landscaping and fencing that includes a buffer of deciduous and evergreen trees and shrubs along a wall or fence within the property boundary.
- Residential areas along major roadways, highways and interstates shall be protected with a noise barrier to prevent excess road noise from disturbing property owners. The costs associated with the construction and maintenance of the noise buffers are to be incurred on the highway contractor/developer.





IMPLEMENTATION

Linkages

Definition:

Physical and/or visual connections between important elements, including focal points and activity centers, inside and outside the neighborhood.

Intent/purpose:

- To strengthen relationships and encourage movement between important elements in the neighborhood.
- To improve wayfinding and sense of orientation.
- To help connect a development to surrounding areas to create a cohesive neighborhood with a clear sense of identity.

Guidelines:

- Pedestrian linkages shall be accessible to people with disabilities, offer a variety of visual and textural stimuli, provide opportunities for rest and relief from the elements and be designed for safety in terms of slope, materials and visibility.

- Pedestrian linkages shall be designed using a consistent palette of materials and landscaping to create a sense of identity and to visually unify the neighborhood. Elements include street furniture such as benches, trash bins and light fixtures, paving materials such as brick edging and, landscaping materials such as trees and shrubs.
- Opportunities to link smaller open spaces with the greenway along the Blue River should be enhanced by creating “green” linkages where possible.

Access

Definition:

The means of approaching, exiting, entering and moving through a site via multiple modes of transportation. Access must be available to all individuals and groups, including disabled individuals.

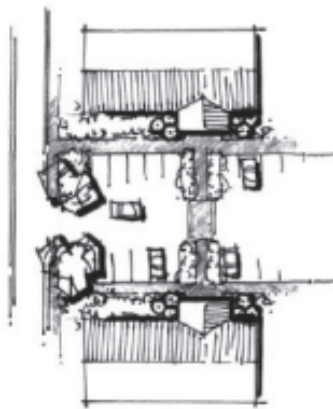
Intent/purpose:

- To maximize opportunities for the public to utilize the site
- To minimize conflicts between pedestrians and vehicles

- To promote orderly, visually pleasing and active street environments for residents, workers and visitors.
- To provide efficient truck access for service to building while reducing the potential noise and visual effect of these vehicles
- To ensure adequate, safe and efficient emergency vehicle access through the neighborhood.

Guidelines:

- All access shall meet the requirements of the Americans with Disabilities Act Accessibility Guidelines (ADAAG).
- Buildings shall have direct pedestrian connections from public sidewalks to the entrance.
- In commercial or mixed-use areas, frequent pedestrian entrances and pedestrian centered uses are encouraged.
- Safe, attractive and convenient pedestrian access shall be provided from parking areas, buildings and adjoining properties to reinforce pedestrian traffic in the neighborhood.



- The pedestrian circulation system will be continuous and direct and will utilize materials of different color and texture when crossing vehicular areas.
- Access drives for service and delivery vehicles, if possible should be located in the rear of the building and shall not:
 - disrupt other vehicular or pedestrian circulation
 - visually detract from the fronts of buildings
 - provide excessive light spill on adjacent properties
 - create excess noise and pollution on adjacent properties





IMPLEMENTATION

- Developments shall provide a clear, understandable and landscaped circulation system that provides pedestrian linkages between buildings, parking lots and adjacent uses.
- Curb cuts and driveways should be kept to a minimum to optimize the smooth flow of pedestrian traffic. Shared driveways and entrances are encouraged.
- Developments shall be designed to discourage through traffic on residential streets and discourage heavy truck traffic in residential areas.
- Developments shall be designed to accommodate all modes of transportation, especially public transportation.

Crime Prevention Measures

Definition:

Crime Prevention Through Environmental Design (CPTED) is a nationally adopted set of guidelines that recommend strategies for the reduction of crime

Intent/purpose:

- To decrease the amount of crime within the neighborhood
- Increase a sense of security in and around the neighborhood

Guidelines:

- Restrict or limit access to areas that are not easily observed. Access control measures include, but are not limited to, landscaping, signage, screening and lighting to prevent or discourage public access to unmonitored areas.
- Promote features that maximize visibility of people, parking areas and building entrances: doors and windows that look out on to streets and parking areas; pedestrian-friendly sidewalks and streets; front porches; adequate nighttime lighting.
- Create or extend a sense of territorial control using features that define property lines and distinguish private spaces from public spaces using landscape plantings, pavement designs, gateway treatments, and CPTED fences.
- Open space should convey a feeling of openness and security. User safety is a primary concern of open space design. Blind alley and dead end spaces are not acceptable.
- Development shall be designed to create a safe environment so that strangers and intruders stand out, through measures that allow full visibility, however create barriers or impediments to strangers.

Architectural Character & Materials

Definition:

The overall building design style and detail of structures including construction materials, color and texture, building orientation, height, width, and scale and massing.

Intent/purpose:

- To provide consistent design within a neighborhood
- To incorporate materials, features and significant elements that compliment other structures in the neighborhood and reinforce an image, identity and sense of place.
- To give human scale to an area or project and make it inviting to pedestrians,
- To make a space feel comfortable and be useable.

Guidelines:

- Architectural materials should reflect and/or compliment those that predominate in the area.
- All new development and redevelopment shall adhere to the natural topography of the area. The rolling hills and indigenous trees of the neighborhood are one of its most compelling features.

- All residential development should be consistent with the quality and character of existing development and reinforce the desired image and character of the neighborhood.
- The design of buildings should help reduce mass and contribute to human scale development through use of techniques such as using more than one color or texture on the facade, having a defined base and main entrances, having an articulated façade and roof and plane changes within building elevations.
- Commercial development adjacent to residential areas should incorporate similar residential design elements, including but not limited to setbacks, building height, roof form and overall design of area buildings.





IMPLEMENTATION

Streetscape

Definition:

The streetscape consists of enhancements in the public domain including the roadway, medians and associated open space, fountains, public art, sidewalks, street lighting, pedestrian lighting, traffic signals, signs, benches, trash bins, newspaper and other vending machines, transit stops and shelters.

Intent/purpose:

- To provide an attractive, pleasant and visually interesting environment that is comfortable for all users and encourages desirable activities.
- To create a unique visual identity, sense of place and image for the neighborhood.
- To provide a balance of safety, comfort and convenience for pedestrians and motorists.
- To assist in orientation for both pedestrians and motorists.
- To help make the surrounding development human scale and user friendly.

Guidelines:

- All development and redevelopment projects should include a streetscape plan for all public streets within the development that includes all items listed in “definition” above.
- The Kansas City Area Transportation Authority (KCATA) will review all streetscape plans for arterial streets. KCATA will designate location for transit stops, transit shelters and pull-offs, which shall be included in the streetscape plan.
- All streetscape amenities within the neighborhood should be compatible, uniform and create a cohesive look and feel. Where possible, a common palette of materials should be repeated to create continuity, cohesion and rhythm.



- All developments fronting a Boulevard or Parkway shall conform to the Parks and Recreation's Tree Master Plan for Boulevards and Parkways.
- All streetscape plans should include sidewalks; benches and trashcans at transit stop locations.
- Transit stop designs should be consistent throughout the neighborhood.
- Where sidewalks are present, a minimum 3-foot wide grass strip should be provided between the sidewalk and the street.
- The design of exterior light fixtures should be consistent throughout a development and the neighborhood.
- Street furniture should be strategically located to enhance pedestrian patterns and gathering places.
- Street furniture should be durable, easily maintained and consistent throughout the neighborhood.
- All streetscape efforts shall be mindful of direct line of sight along roadways.

Signage

Definition:

A system of display boards or structures used for directions, identification, instructions or advertising: usually consisting of letters, pictures, diagrams, decoration and maps.

Intent/purpose:

To provide a clear and interesting system for identifying businesses or destinations and to give directions to adjacent uses.





IMPLEMENTATION

Guidelines:

- There should be no more than one sign per facade. Façade signs should be no more than 5% of the façade on which they are placed. Whenever possible, business should share signage area to limit the number of individual signs in commercial centers.
- Pylon signs and off-site advertising are not appropriate and monument style signs shall be encouraged. Signage should utilize durable materials such as wood, brick, stone and metal.
- Signs should be externally lit.
- Sign materials should compliment the materials used in surrounding building construction.
- Signage should be simple, clear and legible and meet all requirements of the Americans with Disabilities Act Accessibility Guidelines (ADAAG) for signage.
- The location of signage should not obscure important architectural features or site lines.
- Signage should be coordinated in larger project in terms of sign style, color, scale and materials.

Lighting

Definition:

Natural and artificial sources of illumination, particularly street lighting, pedestrian level lighting, lighting of signs and architectural features.

Intent/purpose:

- To enable people within a development or passing through to comfortably find their destinations and conduct their activities safely in an attractive, viable environment.
- To enliven an area and highlight the positive, desirable features in the surrounding district.
- To increase the sense of security without negatively impacting other uses through excess light spill.

Guidelines:

- The design of developments and redevelopments should include a lighting plan to serve multiple purposes, including good vehicular and pedestrian visibility, illumination of activity areas and accent lighting for architectural features and landscaping.

Glare and spillage of light into adjacent properties is prohibited. Design of the lighting plan with height and spacing, placement on the site, the use of cut-off fixtures, shields and other devices that control the direction of the light.

- The use of wall mounted halogen lighting in residential areas is prohibited.
- The design of exterior light fixtures should be consistent throughout a development.
- In commercial and mixed use areas, sidewalks and walkways shall have pedestrian level lighting in addition to street lighting.

Parking

Definition:

Areas designated for temporary storage of vehicles, either in surface lots or in structures.

Intent/purpose:

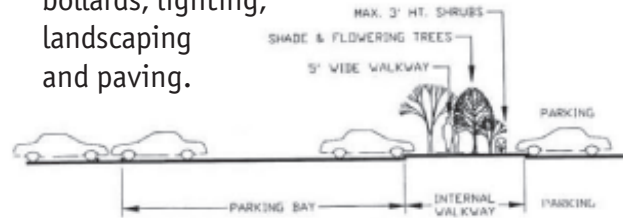
- To provide temporary vehicle parking that will not dominate the environment.
- To provide safe, convenient pedestrian access to the structures that the parking serves.

Guidelines:

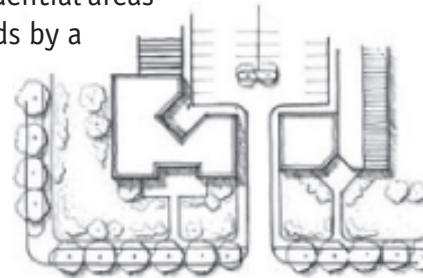
- Multiple smaller lots are preferable to single larger lots. Larger surface lots should be subdivided into 40 space blocks with landscaped islands that include shade trees.
- Parking aisles in off-street parking lots should be aligned perpendicular to the entry or sidewalk of the building that the lot serves in

order to increase pedestrian safety by decreasing the number of lanes of traffic pedestrians must cross.

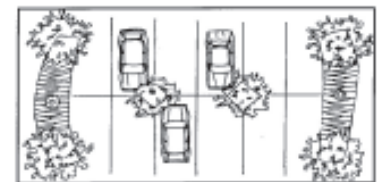
- Pedestrian walkways and plazas should be provided in all parking lots to provide direct access to the buildings served. Walkways should be visually and spatially separated from parking and driving aisles through the use of bollards, lighting, landscaping and paving.



- In general, surface parking lots shall be located at the sides or rear of structures. Surface parking lots must be screened from streets, residential areas and parklands by a decorative permeable fence, berm or other landscape screen.



Automobile and truck parking areas should be landscaped both on the interior and perimeter of the parking area within the property lines. Landscaping should cover at least 10% of the total square footage of the parking area. There should be at least one tree for every 10 parking spaces in the interior of the parking area.





IMPLEMENTATION

Open Space

Definition:

All areas not occupied by buildings, streets or parking lots and intended to be used primarily by pedestrians.



Purpose/Intent:

- To provide positive space that is used to add value to the built environment
- To complement and help unify development
- To preserve view corridors
- To balance building massing to provide human scale and interest.

Guidelines:

- Each development, including commercial and mixed-use developments, should include a clear and understandable system of open space designed with continuity of landscaping, paving material, pathways and unobstructed vistas.
- Open space should be explored as a system and designed as part of the overall building design, not considered as “leftover” space after building siting is complete.
- Open space should allow the public opportunities for the public to walk, bike or drive to and within developments without conflicts.
- Open space design should include areas that will attract activity such as a courtyard with seating, fountain, ornamental planting or garden, sculpture or public art.

Landscape

Definition:

Plantings, associated hardscape (walls, edges/borders) within public and private open space.



Intent/purpose:

To provide a setting or context for structures in a development that can:

- Minimize runoff
- Cool and purify the air
- Lower heating and cooling costs
- Provide a habitat for birds and other wildlife
- Provide shade and other comfort for pedestrians
- Muffle noise
- Provide visual screens
- Provide a sense of place and scale
- Contribute to surrounding property values
- Provide a transition between pedestrian and vehicular amenities.

Guidelines:

All new projects shall implement a landscaping plan that:

- Preserves healthy attractive plant materials of a significant size.

- Includes a combination of evergreen and deciduous plant material.
- Emphasizes low maintenance, water conserving plants that are well adapted to urban environments including native plant materials
- Cluster plant materials to provide plantings that are less likely to dry out and are easier to maintain than single scattered plants
- Minimize safety concerns by avoiding landscaping that may block security lighting, public views into an area and clear views for pedestrians and motorists at mature height
- Includes street tree plantings generally spaced approximately one street tree per 40 lineal feet of street frontage. Size, type and spacing to be approved by City Forester
- Uses a recurring pattern of materials, colors, forms and placement to create a cohesive appearance throughout the neighborhood.
- The use of native vegetation is strongly encouraged in all landscaping efforts throughout the neighborhood.



IMPLEMENTATION

Infill Housing

Definition:

Single-family infill housing is development that provides for new single-family homes on land that is surplus to the needs of existing housing.

Intent/purpose:

To provide guidelines for proponents, the public, municipal staff and advisory committees for the evaluation of single-family infill housing.

Guidelines:

- Where new infill houses are proposed, new construction should fit with the overall scale and character of existing houses.
- Development shall reflect the natural topography of the neighborhood. Design of the development should conform to the topography of the site.
- Infill housing is encouraged to replicate the diverse architectural design of the existing housing stock within the neighborhood.
- New structures should be designed so that the overall massing is in keeping with other houses in the immediate area.

- The building of front porches is encouraged to enhance the overall sense of community.
- Proposed new building and redevelopment sites should have a minimal impact on adjacent homes and be separated from neighboring residences by vegetation, screening, natural elevation differences or a combination of these features.
- Windows, decks and patios should be located so as to minimize the intrusion on the privacy of adjacent properties.
- Detached garages located in the rear of the lot houses are encouraged. Houses that do have attached garages are encouraged to have the driveway face the side or rear of the house. The garage should be recessed, so that it is not the primary focal point of the facade.

Houses should be sited to minimize shadowing on adjacent properties.



Industrial Areas

Definition:

Category of property zoning that designates property to be used for industrial purposes

Intent/purpose:

Ensure compatible development of industrial areas within the neighborhood

Guidelines:

- Project perimeter landscaping shall be integrated with the landscaping of adjacent development for streetscape continuity.
- Incorporating benches, artwork, landscaping, water and hardscape features into open space areas is encouraged.
- Public entrances and primary building elevations should face public streets.
- Service facilities, such as loading docks shall be integrated into the overall design of the building.
- Service facilities, parking lots and open storage areas shall be screened with landscaping and fencing or walls.
- Service facilities and open storage areas shall be located away from public view and adequately screened from surrounding uses.
- Loading areas shall be separated from pedestrian and automobile traffic.
- Exterior light fixture design shall be compatible with the design and the use of the principal structure on the site.

- Trash enclosures shall be located so they are not visible from public rights-of-way and are easily accessible by collection trucks.
- Industrial development shall be sensitive to the natural landscape of the neighborhood including rivers, wetlands, trails and indigenous vegetation.
- Industrial development shall minimize impervious cover and utilize the APWA 5600 Storm-water Management Best Practices.



FUNDING SOURCES and business financing tools



The following is a list of development tools and financing mechanisms that are available for use in Kansas City, Missouri. These tools are used as a catalyst to spark and influence development in targeted areas. Further information can be attained by contacting the Economic Development Corporation of Kansas City, Missouri or the City Planning and Development Department.

TAX ABATEMENT

The lowering or elimination of property taxes within a defined geographic area for purposes of development or redevelopment

COMMUNITY IMPROVEMENT DISTRICTS

A Community Improvement District (CID) may be either a political subdivision or a not-for-profit corporation. CIDs are organized for the purpose of financing a wide range of public-use facilities and establishing and managing policies and public services relative to the needs of the district

CITY PUBLIC IMPROVEMENT ADVISORY COMMITTEE (PIAC) FUNDS

PIAC funds are generated from sales tax, which receives requests from citizens and neighborhood groups. The PIAC receives project requests from September through November. The committee holds public meetings to receive input and requests for project funds. Individual projects are selected and funded through the annual city budget.

COMMUNITY DEVELOPMENT BLOCK GRANTS (CDBG)

This program provides annual grants on a formula basis to many different types of grantees through several programs including entitlement communities, loan guarantee programs, disaster recovery areas and empowerment zones.



FUNDING SOURCES and business financing tools

COMMUNITY-BASED DEVELOPMENT CORPORATIONS

These organizations offer development assistance to communities and neighborhoods looking to stimulate the area through redevelopment or new development.

BROWNFIELD DEVELOPMENT FUNDS

Funds that are made available to clean up contaminated property for redevelopment.

MATCHING OR CHALLENGE GRANTS

There are many organizations throughout the local and regional area that provide matched funds up to a certain amount of money to finance a program or development initiative.

CONGESTION MITIGATION AND AIR QUALITY (CMAQ) FUNDS

The CMAQ are funds that are used for programs that work to reduce congestion and improve air quality.

SURFACE TRANSPORTATION PROGRAM (STP) FUNDS

The STP provides flexible funding that may be used by States and localities for projects on any Federal highway, including the NHS, bridge projects on any public road, transit capital projects, and city bus terminals and facilities.

TRANSPORTATION ENHANCEMENT (TE) FUNDS

The Transportation Enhancement Program offers opportunities to take action to integrate transportation into our communities and the natural environment. Transportation enhancement activities can be stand-alone projects or implemented as part of an ongoing transportation project.

SBA 504

Loans a long-term financing tool for economic development within a community. The 504 Program provides growing businesses with long-term, fixed-rate financing for major fixed assets, such as land and buildings.



SMALL BUSINESS LOAN FUND (SBLF)

This program provides fixed asset and capital loans to small businesses in the metro area.

REVOLVING LOAN FUND (RLF)

This program offers financing and technical assistance to new and existing business owners who are low-to-moderate income and lack access to financing from conventional banks.

NEIGHBORHOOD COMMERCIAL REVOLVING LOAN FUND (NCRLF)

This program is open to properties in certain commercial redevelopment areas to improve or purchase fixed assets.

KANSAS CITY MINORITY BUSINESS CAPITAL FUND (MBCF)

Acts as a credit enhancement tool for minority business that are unable to obtain sufficient working capital through conventional lenders.